

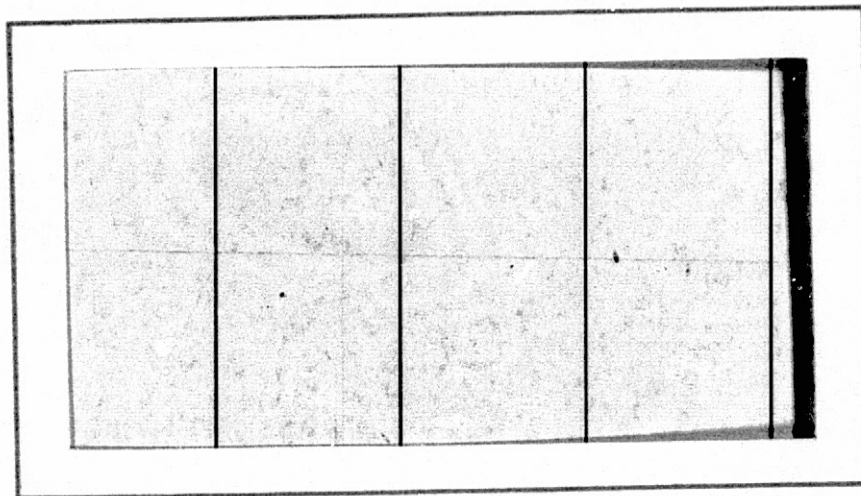
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EX

Vol  
III



(NASA-CR-143969) TRACK/TRAIN DYNAMICS TEST  
REPORT TRANSFER FUNCTION TEST. VOLUME 3:  
DATA BOOK, Y-AXIS TESTS, ACTUATORS IN PHASE.  
RUNS: 15, 18, 19 AND 20 (Martin Marietta  
Corp.) 212 p HC \$7.25

N75-33403

Unclas  
42662

CSSL 14B G3/37

**MARTIN MARIETTA**

POST OFFICE BOX 179, DENVER, COLORADO 80201





TR-005-TF

30 May 1975

TRACK/TRAIN DYNAMICS

TEST REPORT

TRANSFER FUNCTION TEST

Volume III

Data Book

Y-Axis Tests

Actuators In Phase

Runs: 15, 18, 19 & 20

TABLE I. DATA INDEX - VOLUME III

MEAS. NO.	XDCR SENSI- TIVITY	RUN NUMBER VS PAGE NUMBER									
		RUN 15	RUN 18	RUN 19	RUN 20						
FL1/OSC	15K#/V 1/651V	pp. 7	pp. 55	pp. 104	pp. 153						
FL2	↓	8	56	105	154						
FL2/FL1	15K#/V 15K#/V	9	57	106	155						
FV2	20K#/V	10	58	107	156						
FV3	15K#/V	11	59	108	157						
DV1	0.5"/V 15K#/V	12	61	110	158						
DV2	↓	13	62	111	159						
DV3	↓	14	63	112	160						
DV4	↓	15	64	113	161						
AV1	1Gp/V 15K#/V	16	65	114	162						
AV2	↓	17	66	115	163						
AV3	↓	18	67	116	164						
AV4	↓	19	68	117	165						
AV5	↓	20	69	118	166						
AV6	↓	21	70	119	167						
AL1	↓	22	71	120	168						
AL2	↓	23	72	121	169						
AL3	↓	24	73	122	170						
AL6	↓	25	74	123	171						
AL7	↓	26	75	124	172						
AL11	↓	27	76	125	173						
ΔP	3.5Kpsi/V 15K#/V	28	77	126	174						
AL4	1Gp/V 15K#/V	29	78	127	175						
AL5	↓	30	79	128	176						
AL8	↓	31	80	129	177						
AL9	↓	32	81	130	178						
AL10	↓	33	82	131	179						
AL12	↓	34	83	132	180						
DL1	0.5"/V 15K#/V	35	84	133	181						
DL2	↓	36	85	134	182						
DL3	↓	37	86	135	183						
DL4	↓	38	87	136	184						
DL5	↓	39	88	137	185						
DL6	↓	40	89	138	186						
DL7	↓	41	90	139	187						
DL8	↓	42	91	140	188						
DL9	↓	43	92	141	189						
					190						
					191						
					192						
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					194						
					195						
					196						
					197						
					198						



MEAS. NO.	XDCR SENSI- TIVITY	RUN NUMBER VS PAGE NUMBER									
		RUN 15	RUN 18	RUN 19	RUN 20						
DL10/FL1	0.5 <sup>n</sup> /V 15K <sup>n</sup> /V	pp. 44	pp. 93	pp. 142	pp.199						
DL11		45	94	143	200						
DL12		46	95	144	201						
DL13		47	96	145	202						
DL14		48	97	146	203						
DL15		49	98	147	204						
DL16		50	99	148	205						
DL17		51	100	149	206						
					207						
					208						
					209						
					210						
					211						

VOLUME III

RUN 15 TEST DATA

Y-AXIS, 4510 POUND/ACTUATOR TEST LEVEL,  
ACTUATORS IN PHASE

## 1 HEADING: TRAIN TRACK TRANSFER 4510 LB TEST 3/19/75

## SWEEP PARAMETERS:

2 MODE 1=LOG, 0=LIN: 1.  
 3 TYPE 1=UNI-DIRECTIONAL, 0=BI-DIRECTIONAL: 1.  
 4 START, END FREQ, HZ: .5 50.  
 FREQ RANGE -- OCTAVES, DECADES: 6.644 2.  
 5 SPECIFICATION 1=RATE, 0=DURATION: 1.  
 6 UNITS 1=OCT/MIN, 0=DEC/MIN: 1.  
 7 RATE, OCT/MIN: 2.  
 SWEEP DURATION -- MIN, SEC: 3. 19.

## TEST LENGTH:

8 SPECIFICATION 1=TIME, 0=SWEEP CYCLES: 0.  
 9 CYCLES: 1.  
 TEST TIME -- HRS, MIN, SEC: 0. 3. 19.

## START-UP AND SHUT-DOWN:

10 START-UP TIME, SEC: 120.  
 11 SHUT-DOWN TIME, SEC: .5

## VIBRATION LIMITS (P-P):

12 DISPLACEMENT, IN: 5000.  
 13 VELOCITY, IN/SEC: 9999.  
 14 ACCELERATION, G: 450.

## REFERENCE CONTROL SPECTRUM:

15 TYPE, VALUE, FREQ, ABORT LIMIT:	2.	40.	0.5	7.
16 TYPE, VALUE, FREQ, ABORT LIMIT:		60.	1.3	4.
17 TYPE, VALUE, FREQ, ABORT LIMIT:	2.	60.	50.	4.
18 TEST LEVEL (DB BELOW REF):	6.			

## ACCELERATION SIGNALS:

19 NR OF SIGNALS: 2.  
 CHANNEL NRS: 1. 2.  
 20 1=PEAK, 0=RMS: 0.  
 21 SENSITIVITY, MV/G: 20.  
 22 STRATEGY 1=MAX, 0=AVG: 1.

## LIMIT SIGNALS:

23 NR OF SIGNALS: 0.

## ABORT LINES:

24 NR OF LINES: 0.

## ALARM LINES:

25 NR OF LINES: 0.  
 26 1=DUAL-CHANNEL A/D, 0=ACE: 1.  
 27 COMPRESSION SPEED 2=HIGH, 1=NORMAL, 0=LOW: 1.

## POST-TEST DOCUMENTATION

TRAIN TRACK TRANS 4510 lb IN PHASE RUN 15 3/19/75

COMPLETION STATUS: ABORTED DURING SWEEP 1 AT 25.79 HZ.  
CONTROL LIMITS EXCEEDED.

TEST DURATION -- HRS, MIN, SEC: 0 2 50

MAX ABS CONTROL ERROR: 4.02 DB AT 25.74 HZ.

AVG ABS CONTROL ERROR: .2313 DB.

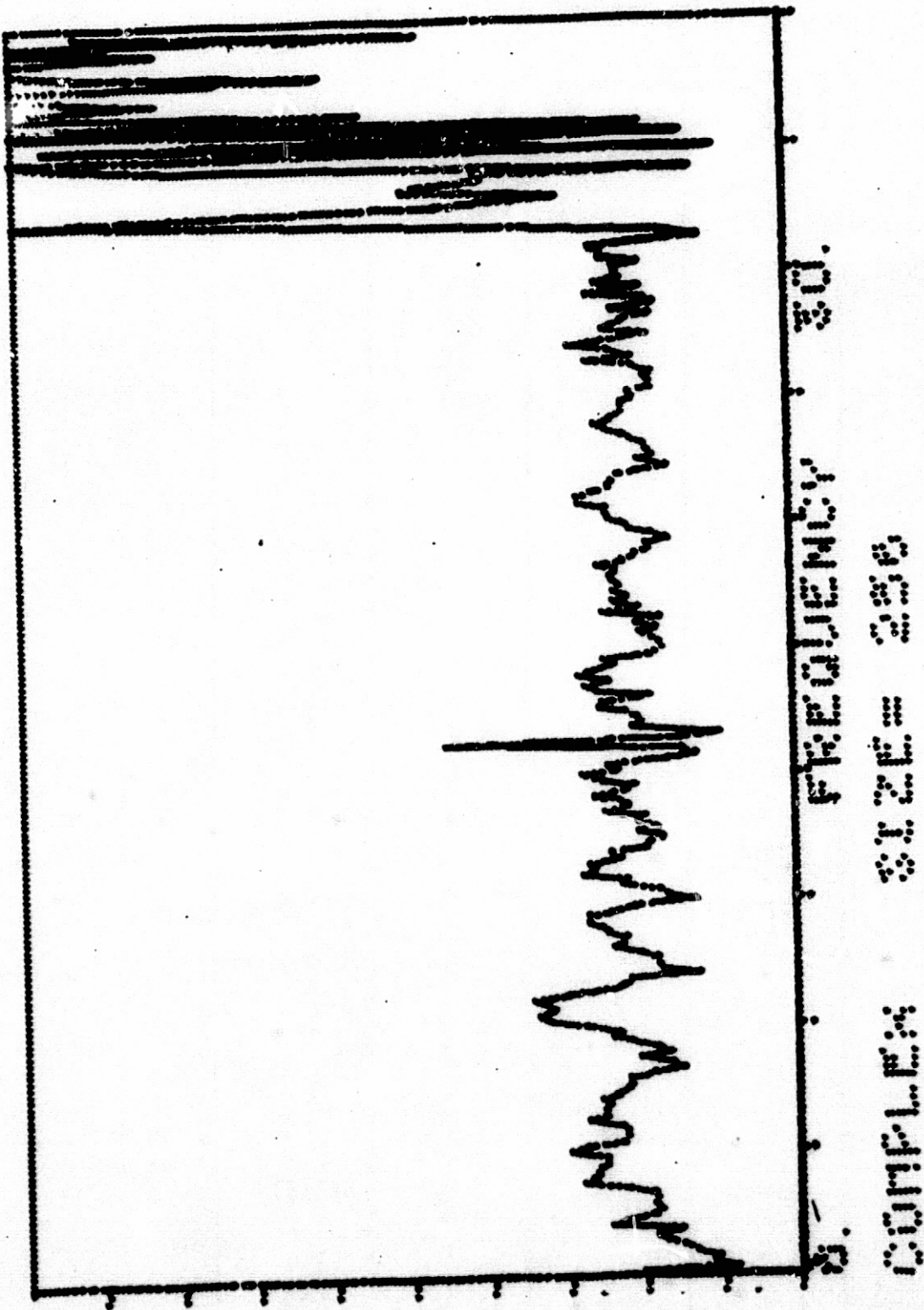
CONTROL  
CHANNEL

FREQ RANGE (HZ)

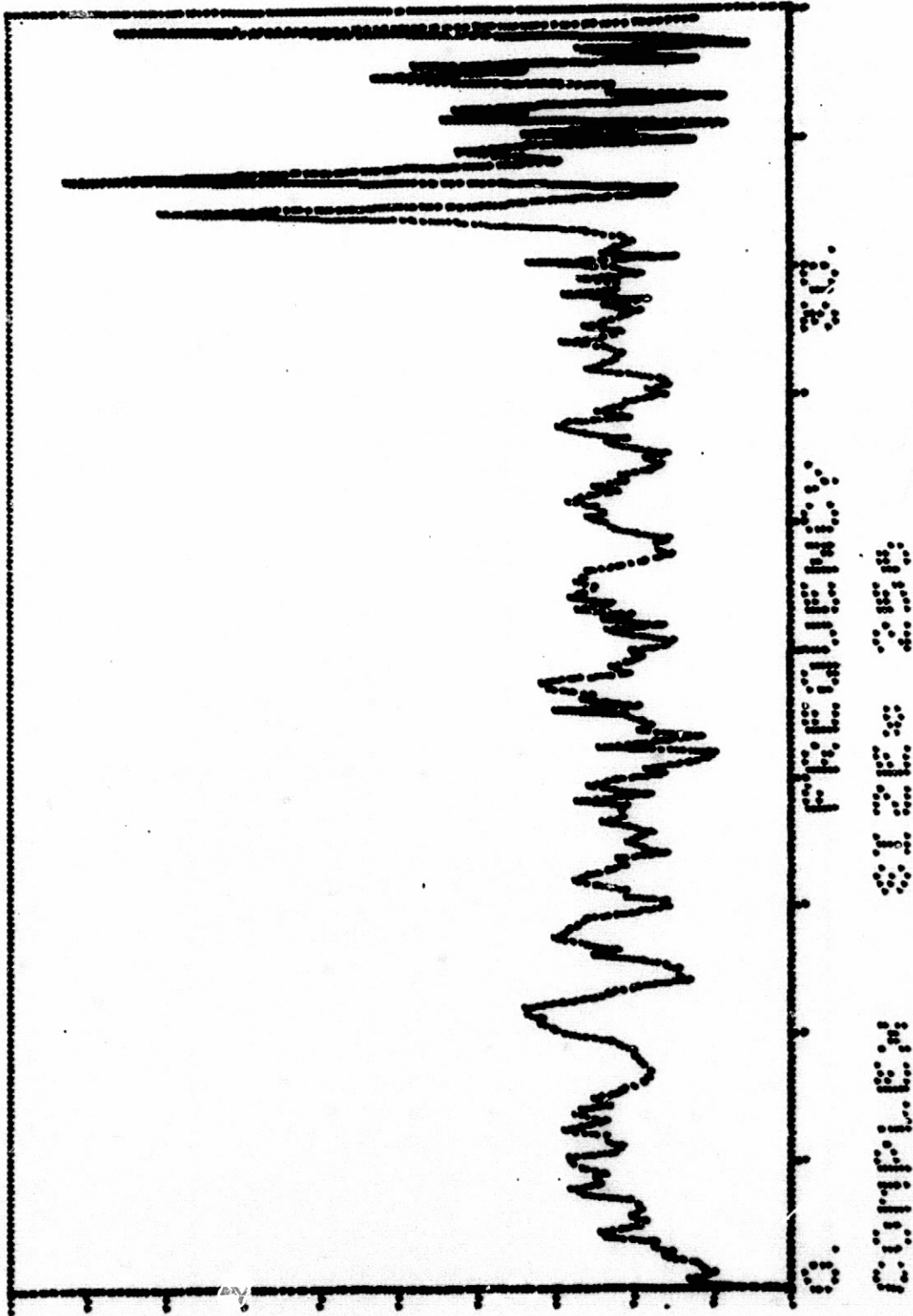
SWEEP 1

1	.5	--	1.077
2	1.077	--	2.748
1	2.748	--	4.727
2	4.727	--	7.325
1	7.325	--	8.855
2	8.855	--	9.712
1	9.712	--	24.62
2	24.62	--	25.62
1	25.62	--	25.79

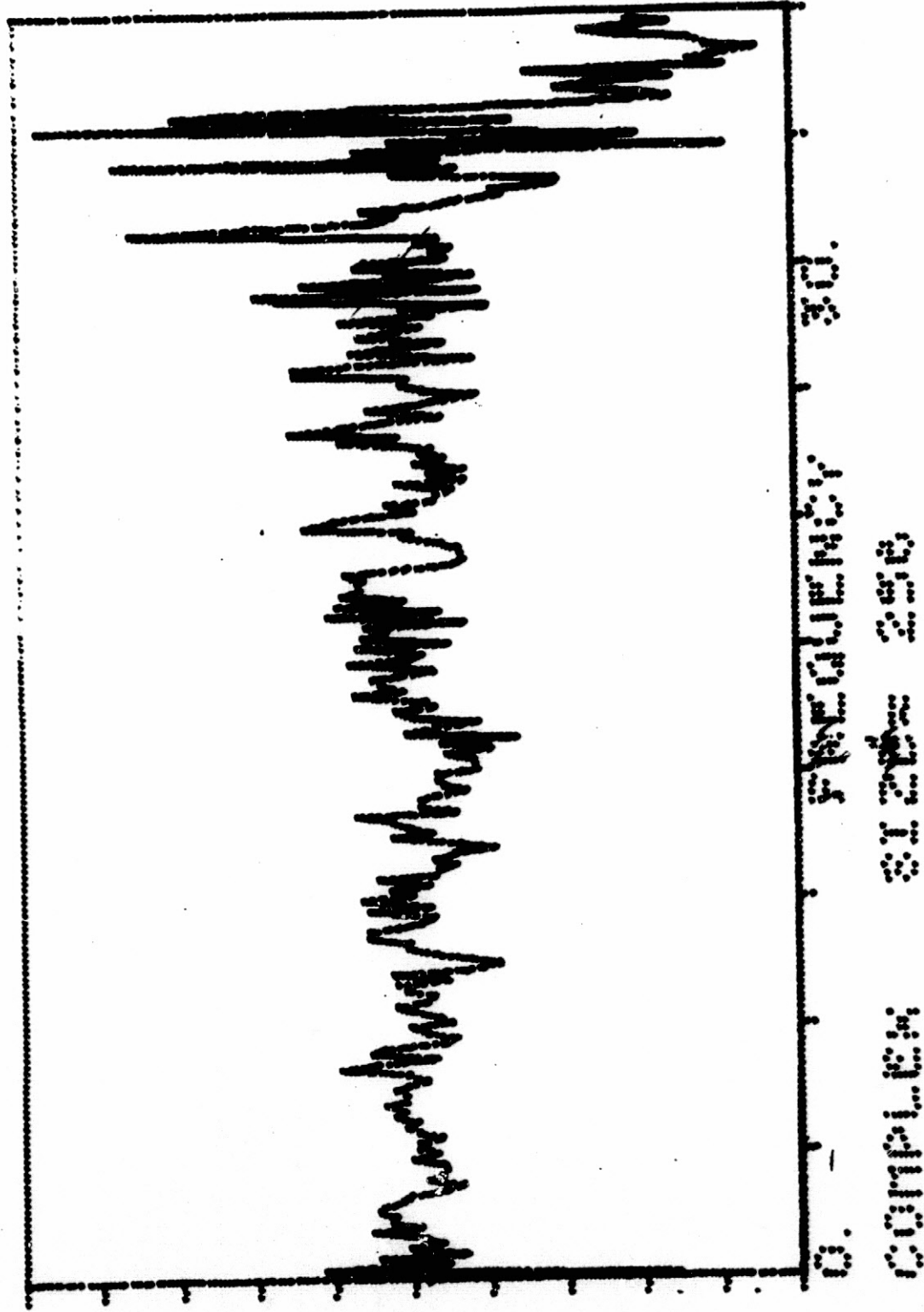




FL1/DRIVE



FL2/DRIVE

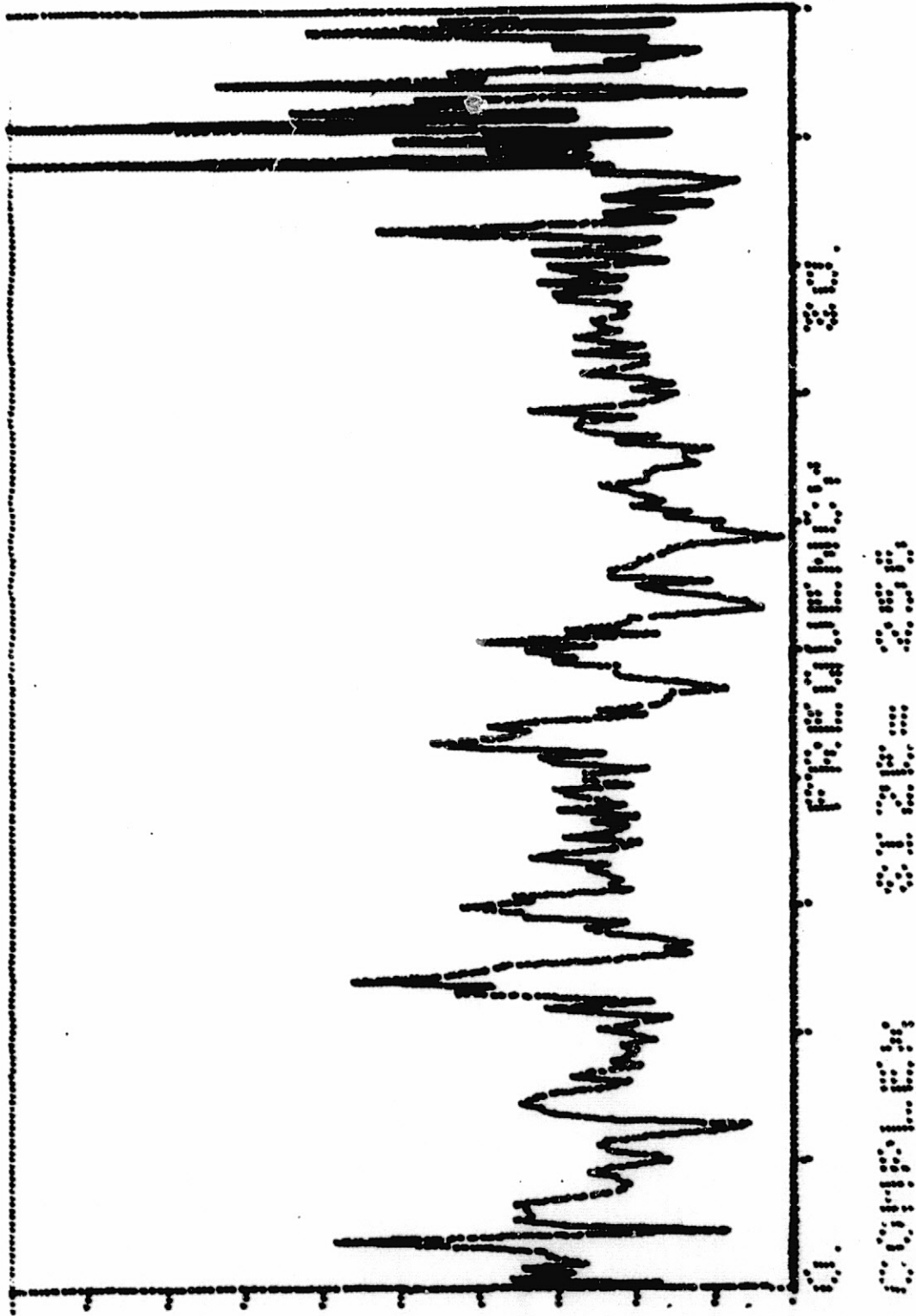


FL2/FL1

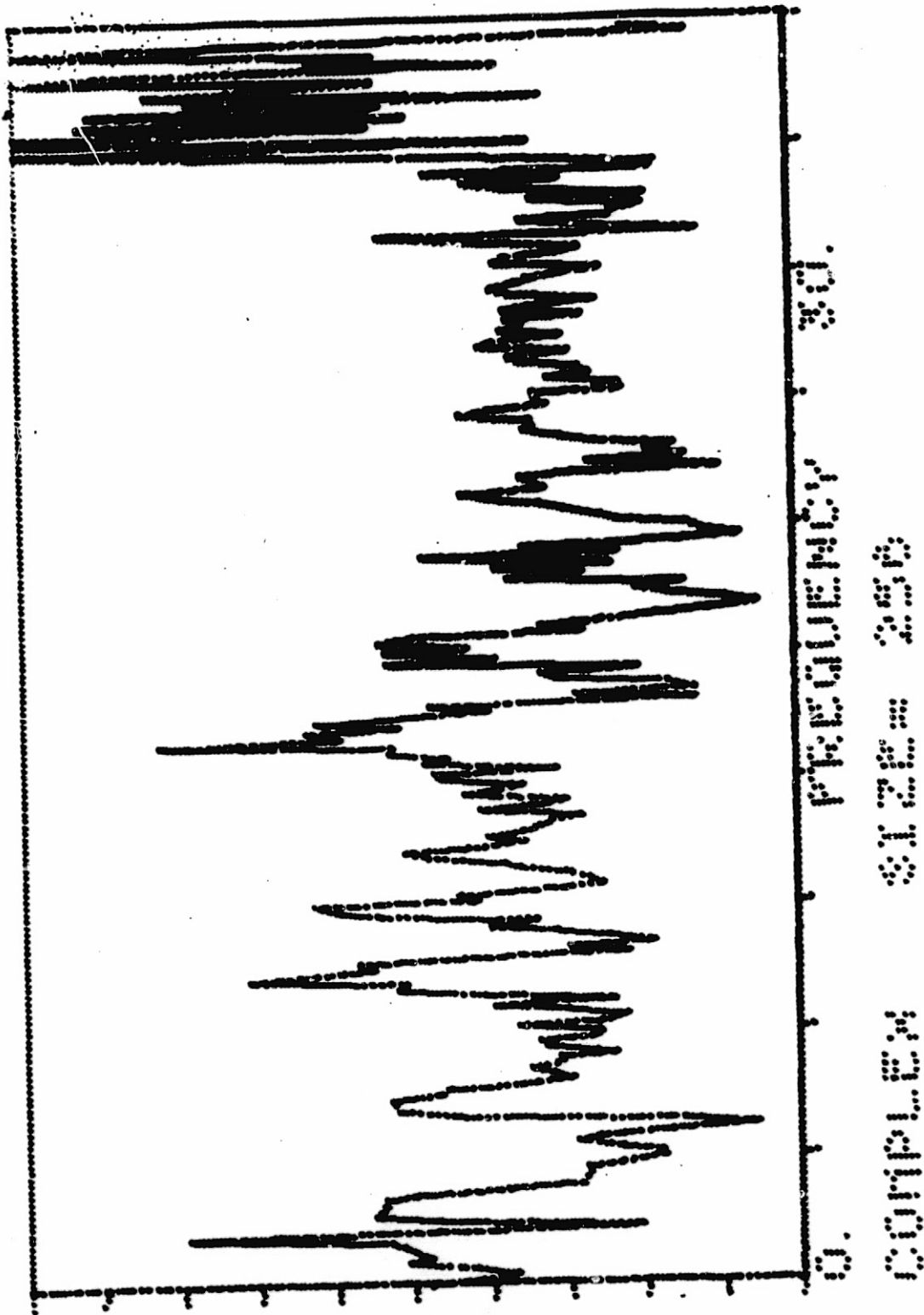
2.

14454

0.



FV2/FL1

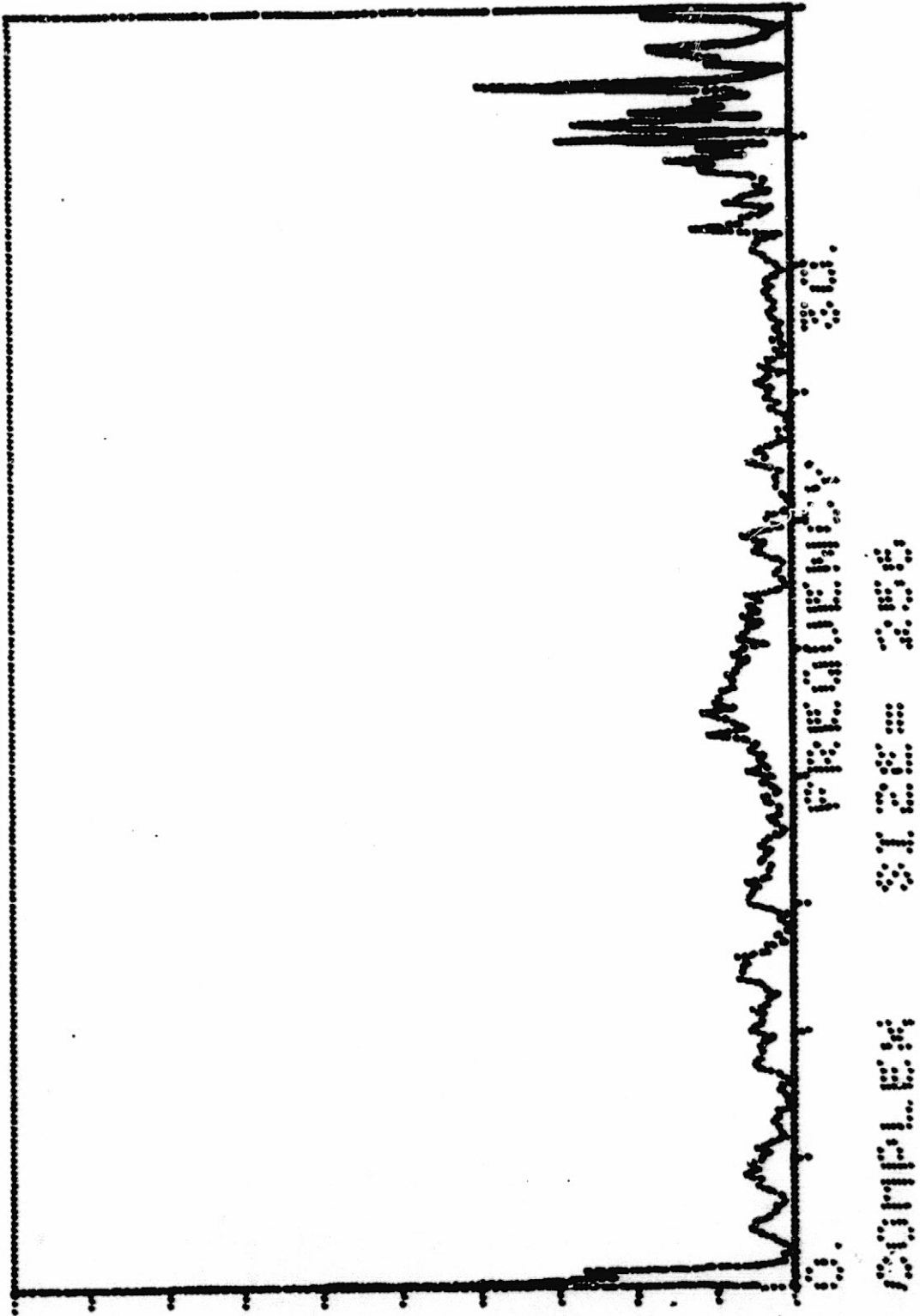


a.

freq

b.

FV3/FL1



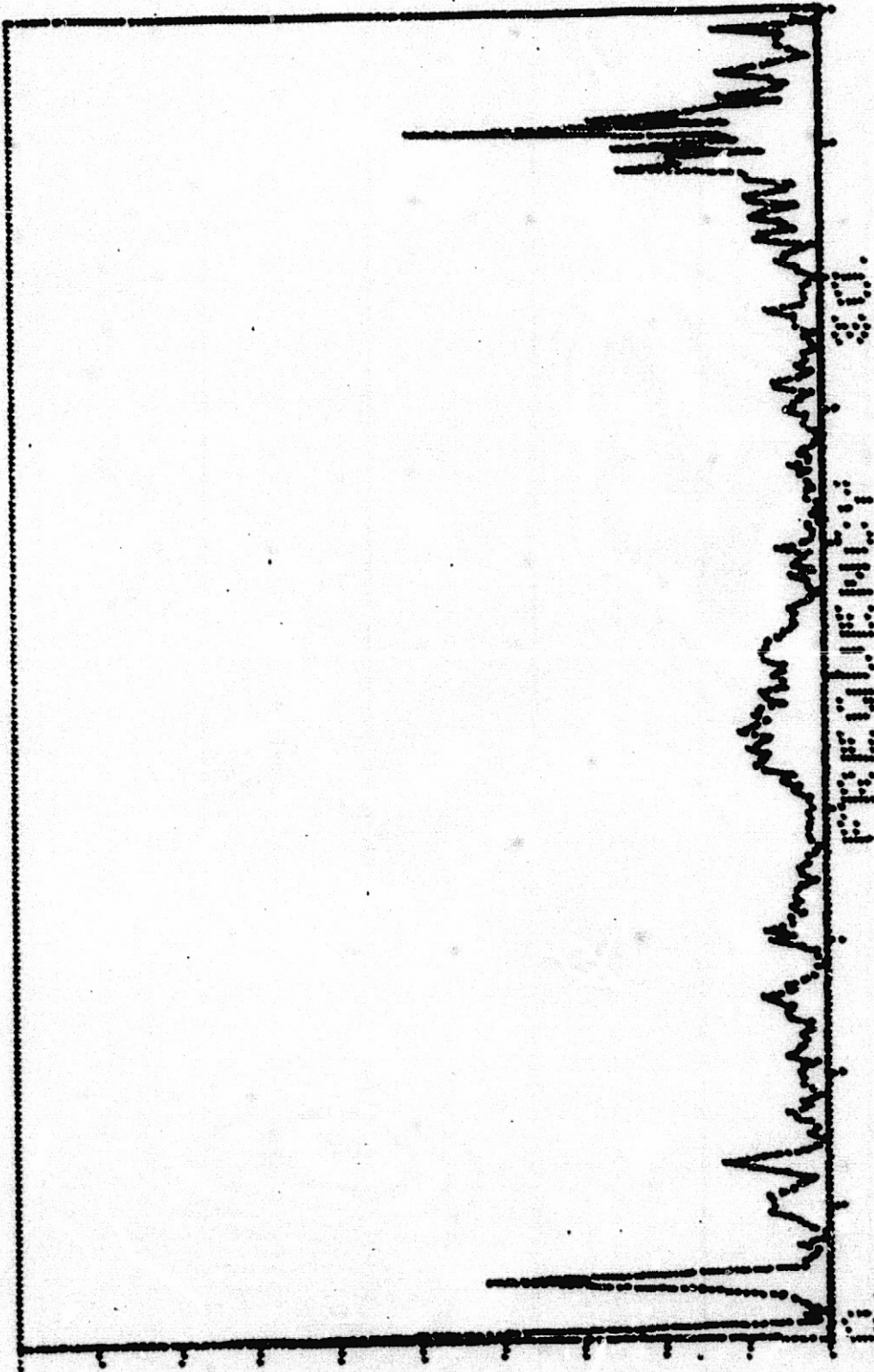
DVI/FL1

1400H

5

0



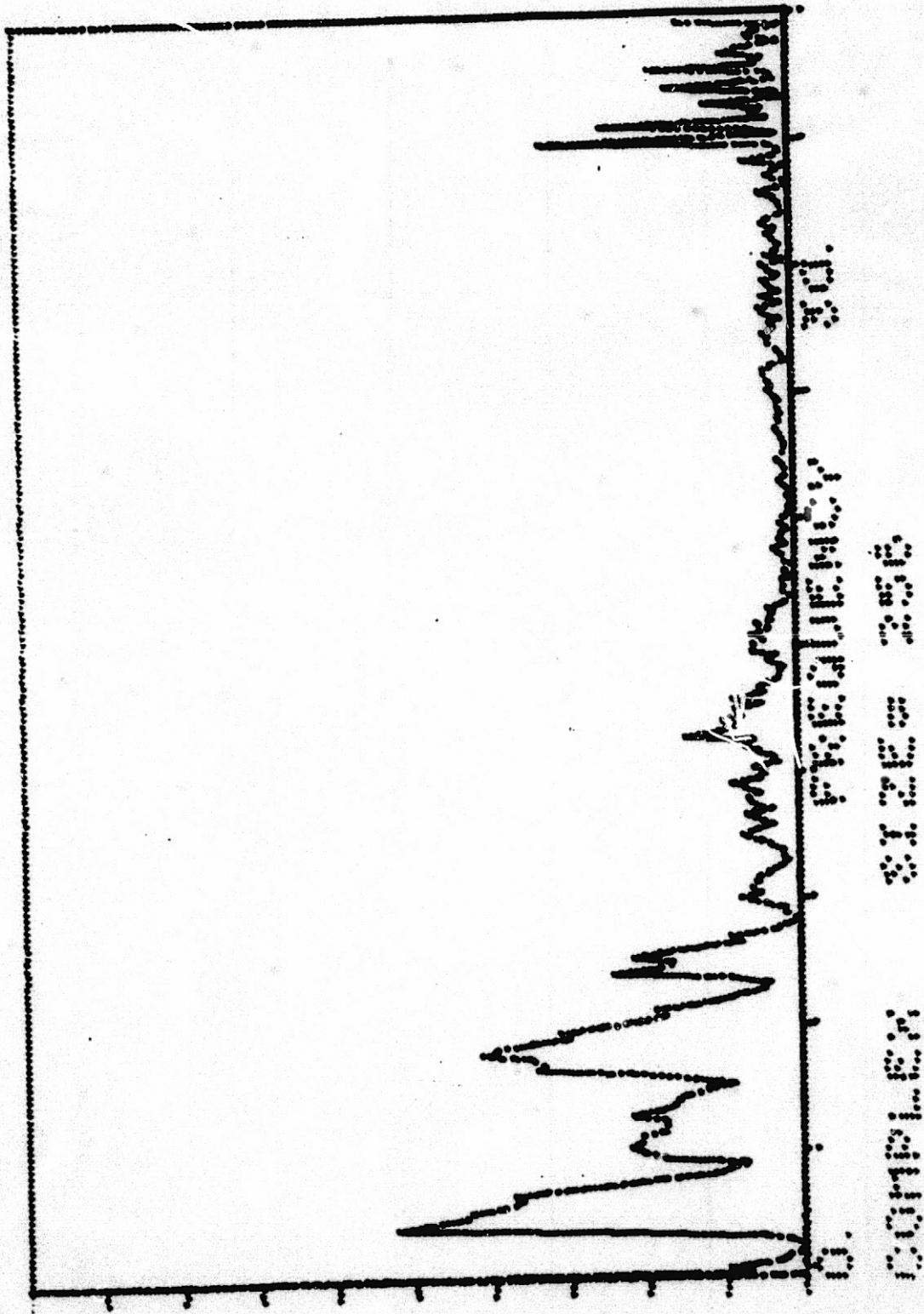


COMPLEX 312E 356

DV2/FL1

177084

0.

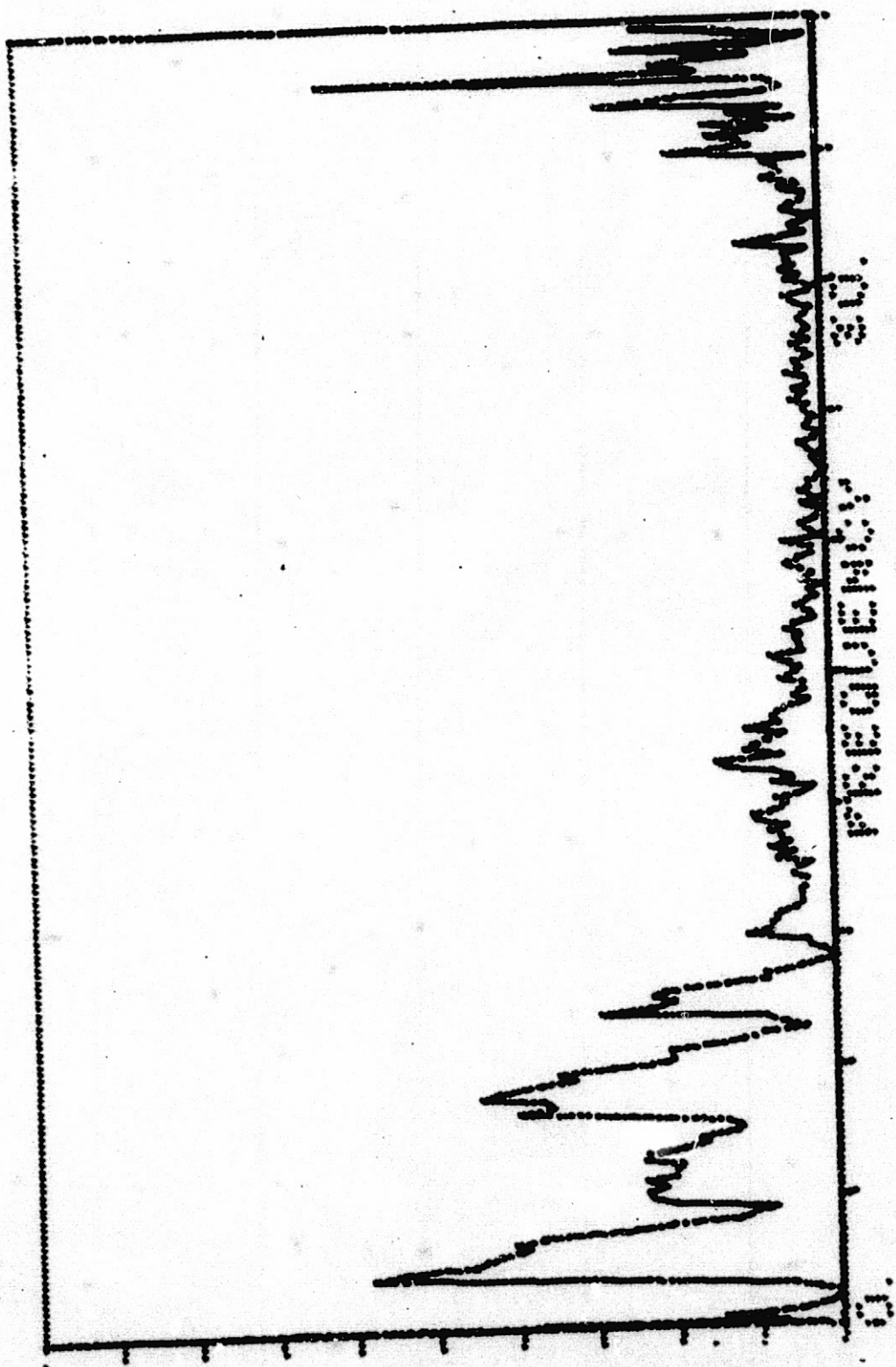


DV3/FL1

14:11:11

0.





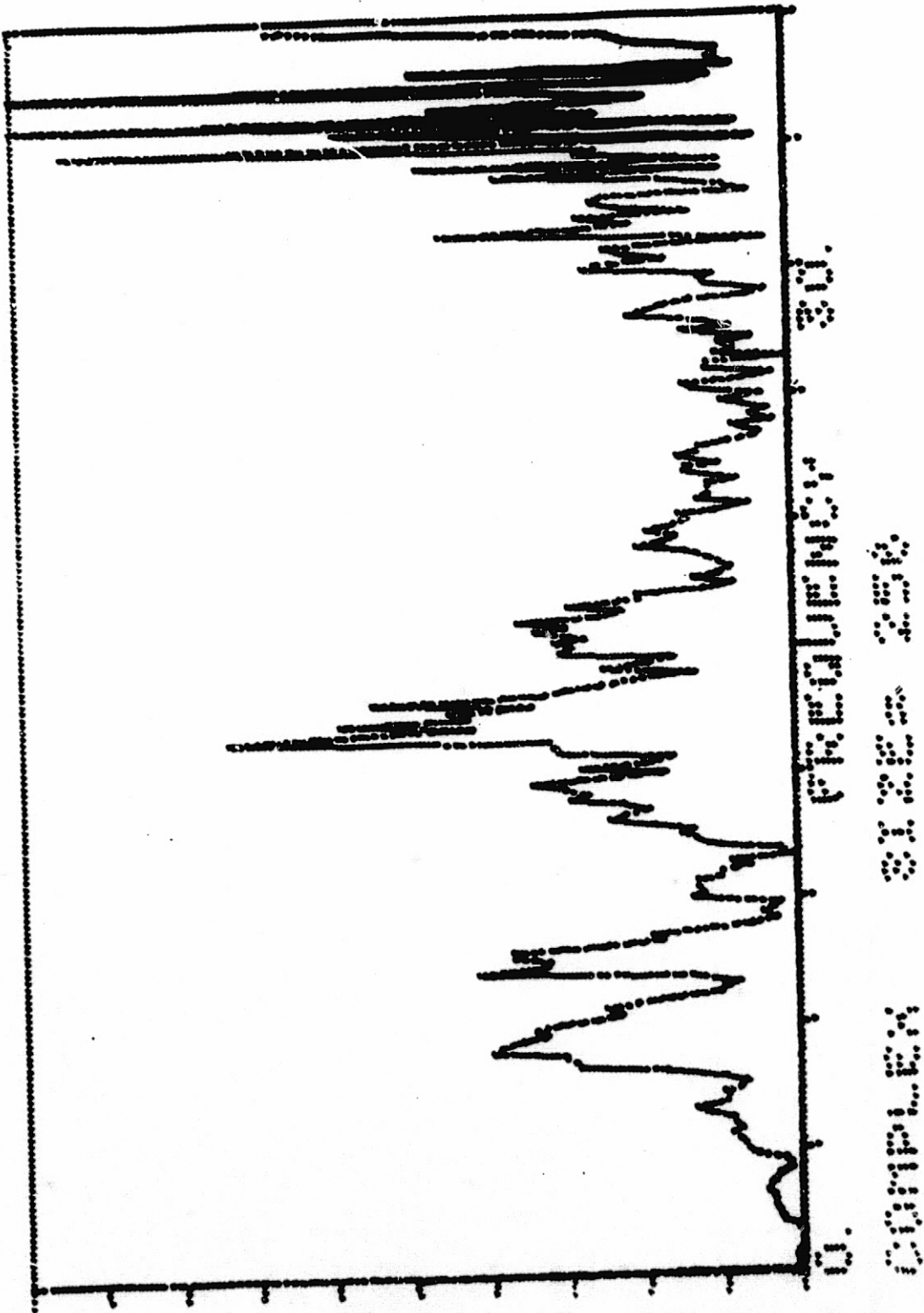
complex ST 2E 350

DV4/FL1

5

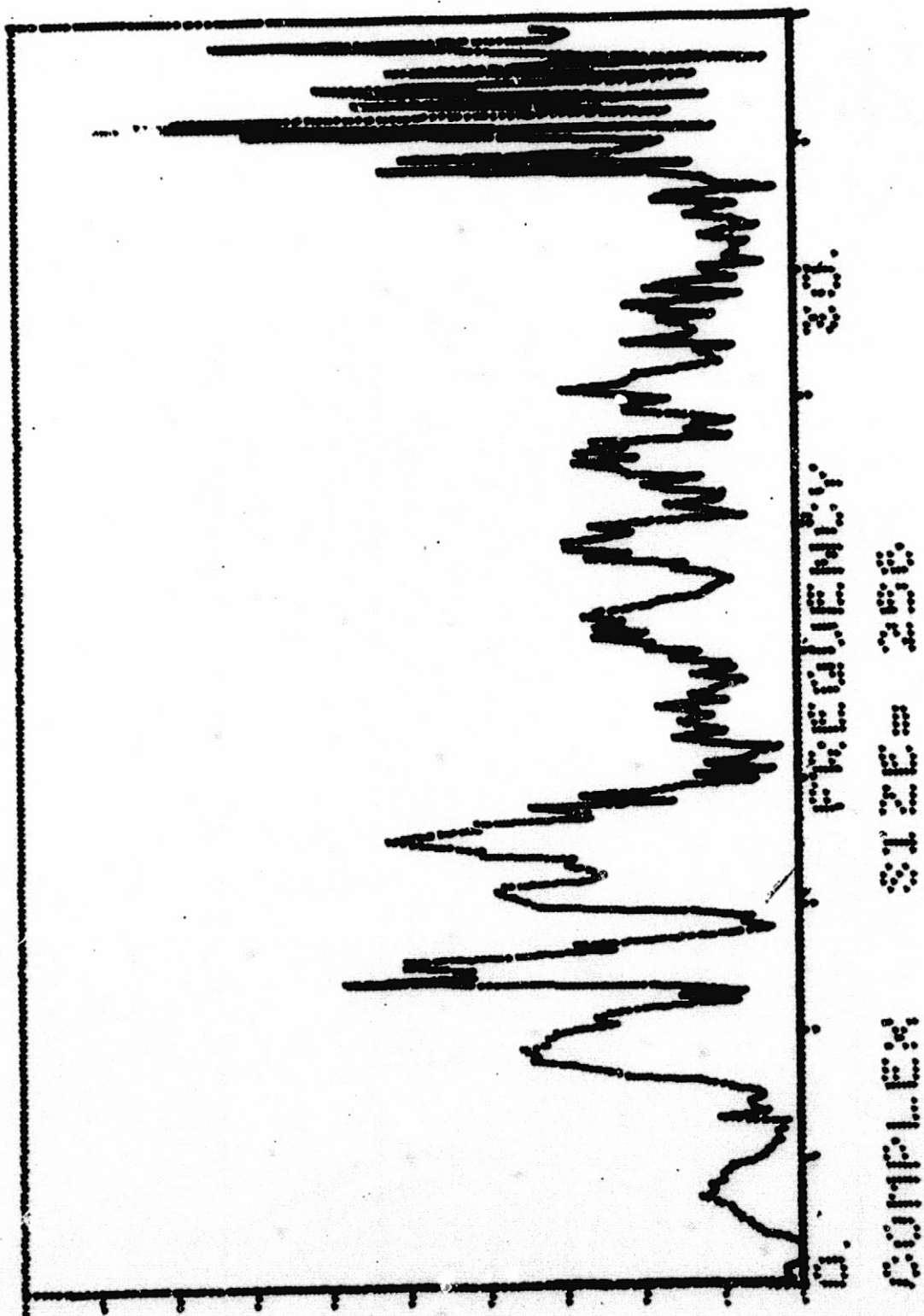
141634

17



AVI/ELI

H203H

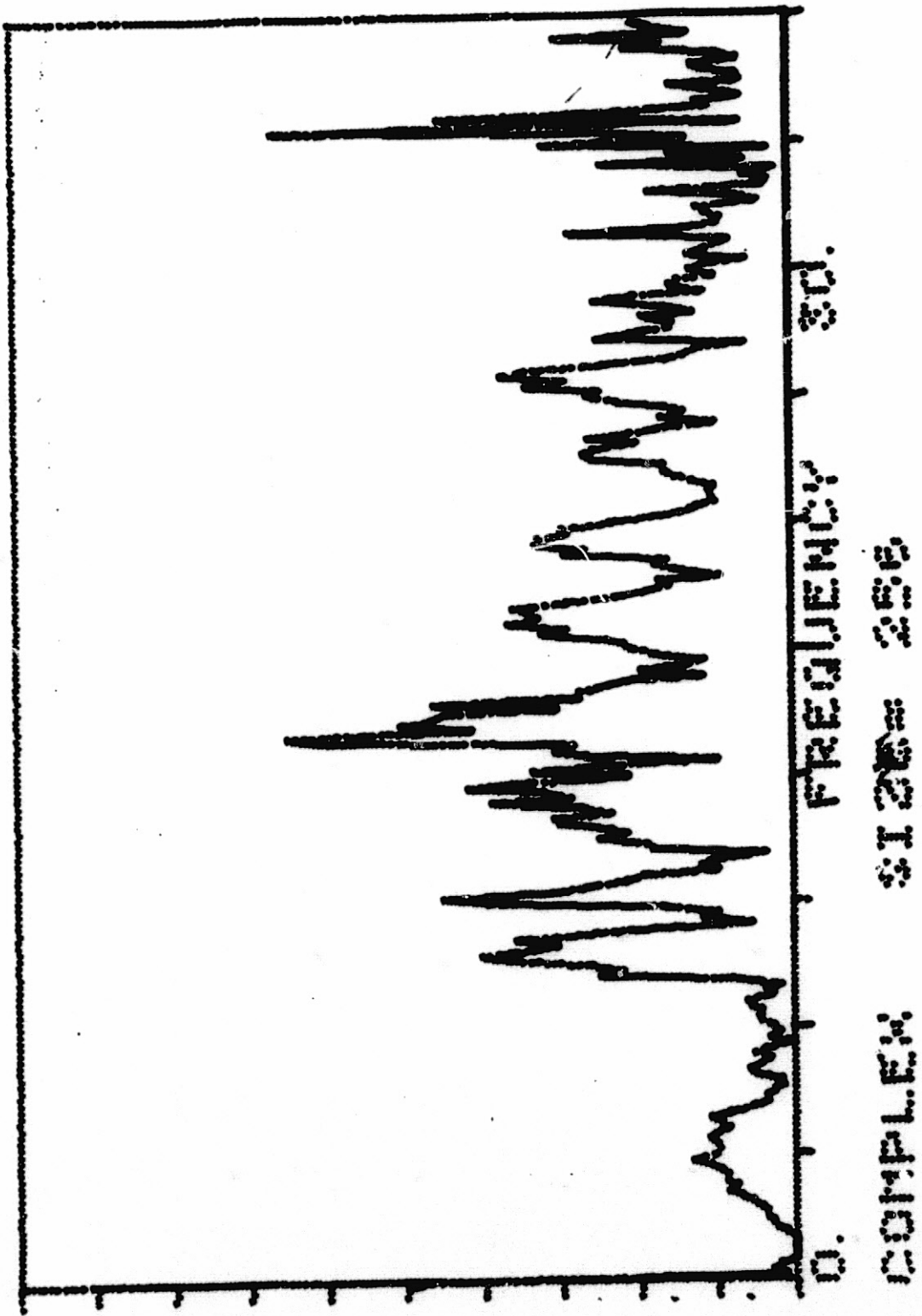


AV2/FL1

1.

1993

2.



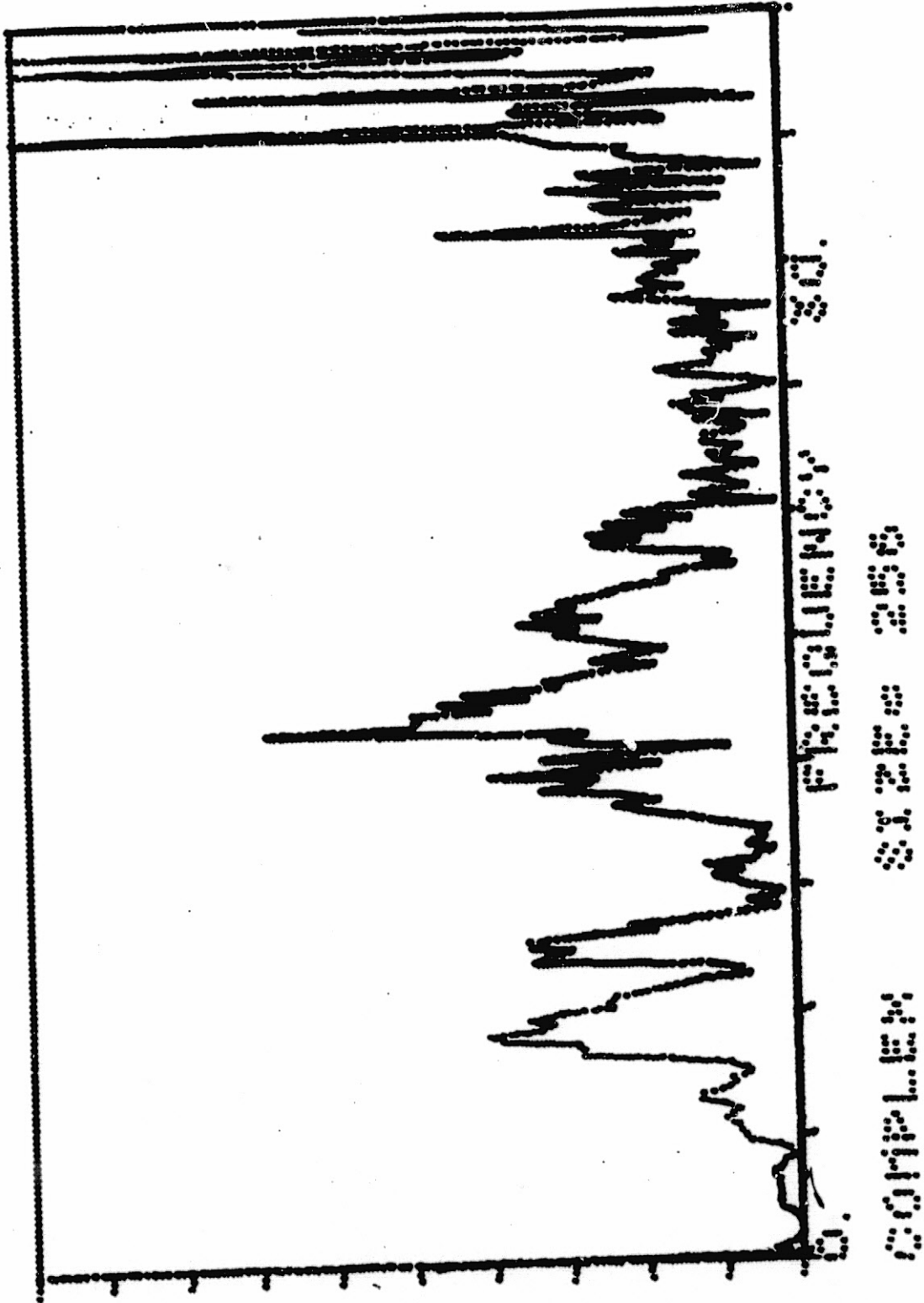
AV3/FL1

243641

2.

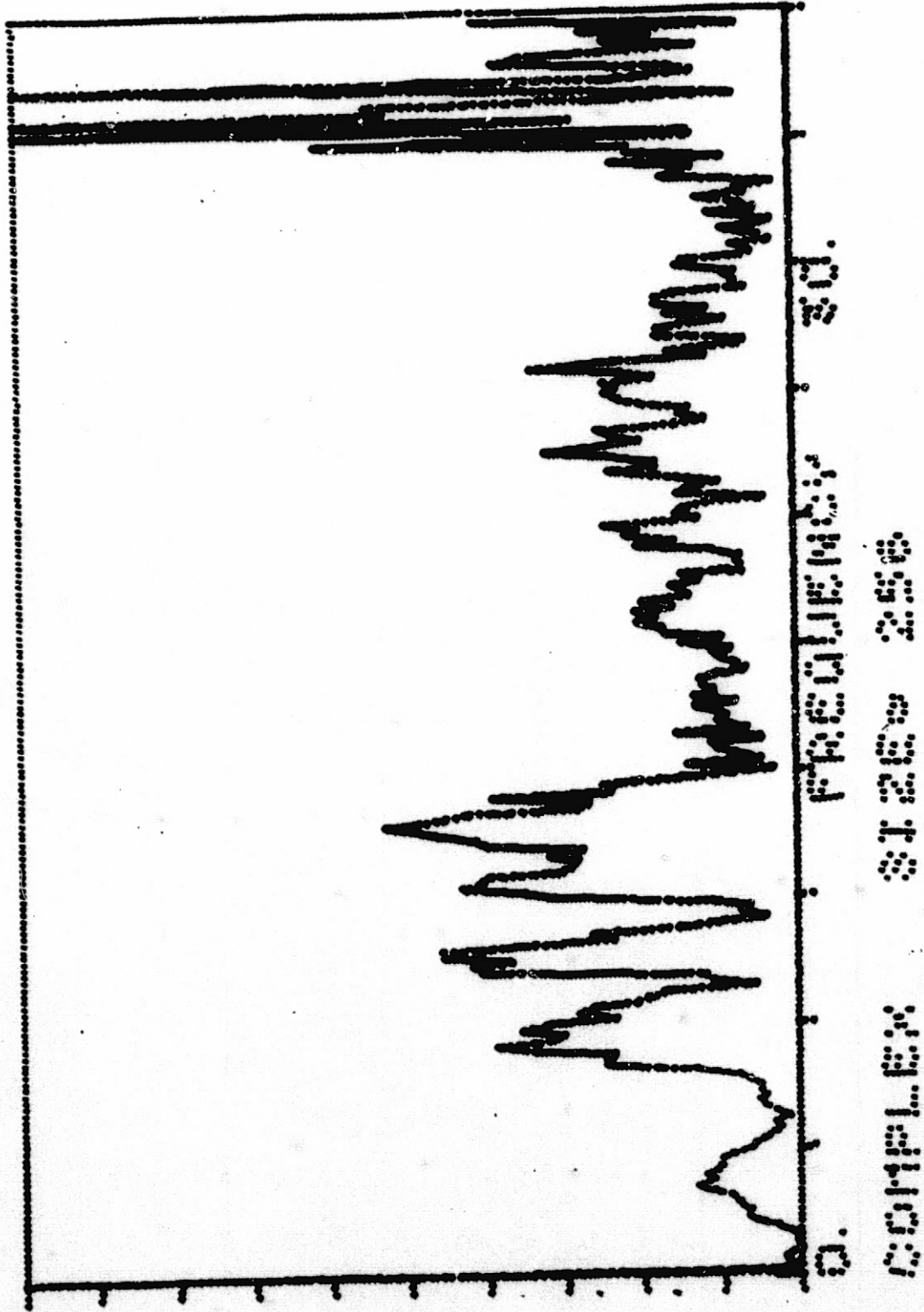
2.



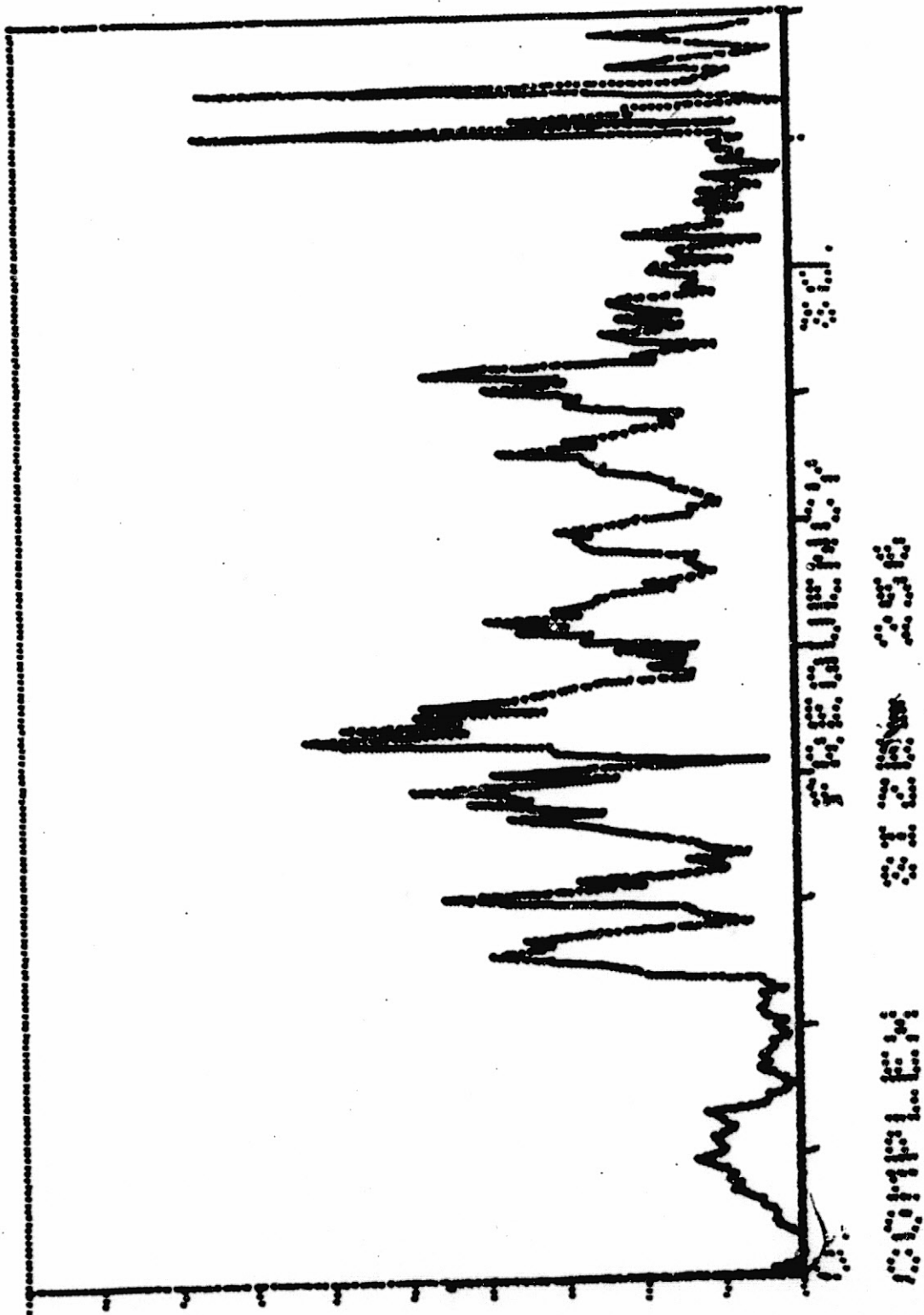


AV4/FL1

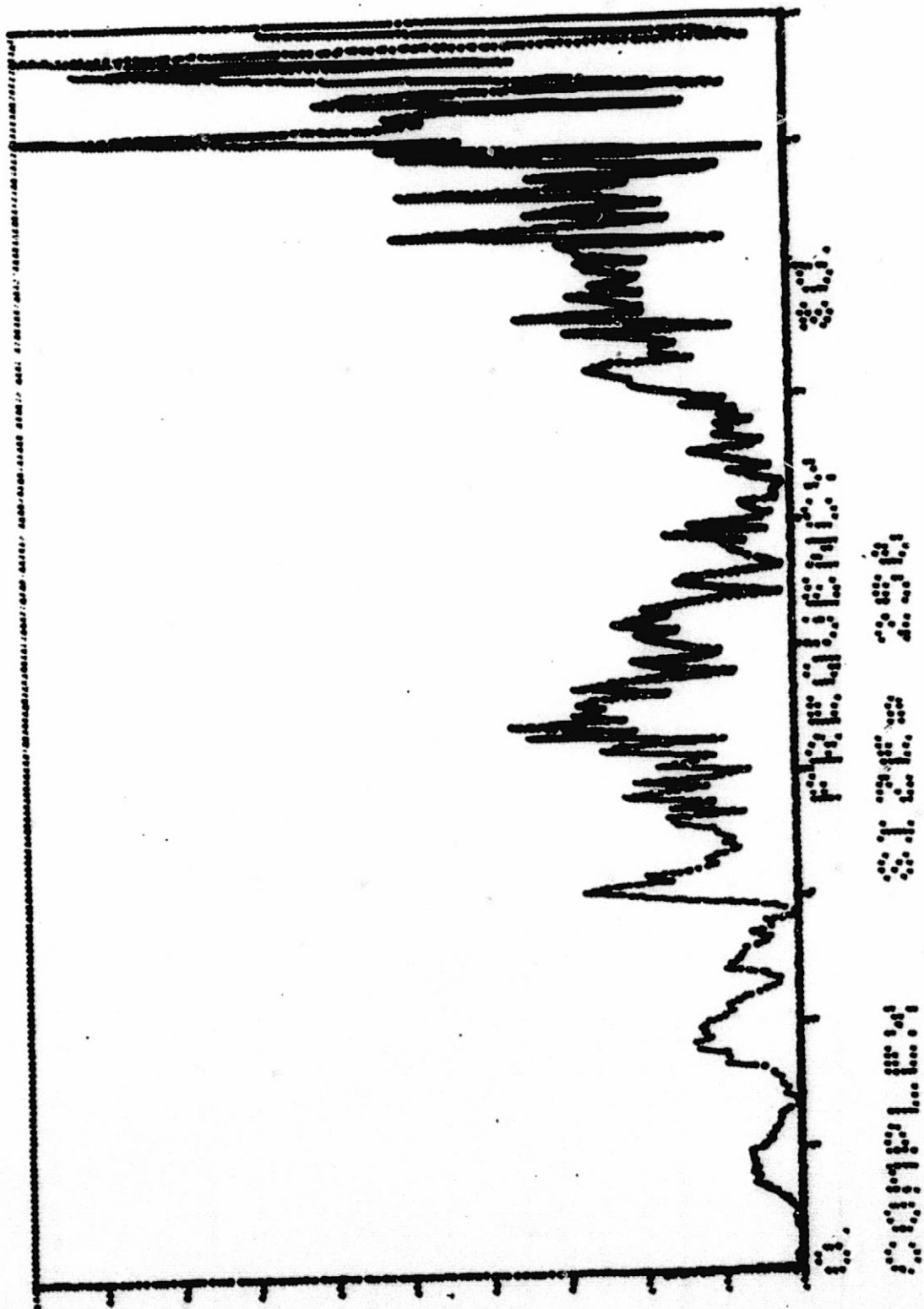
1993



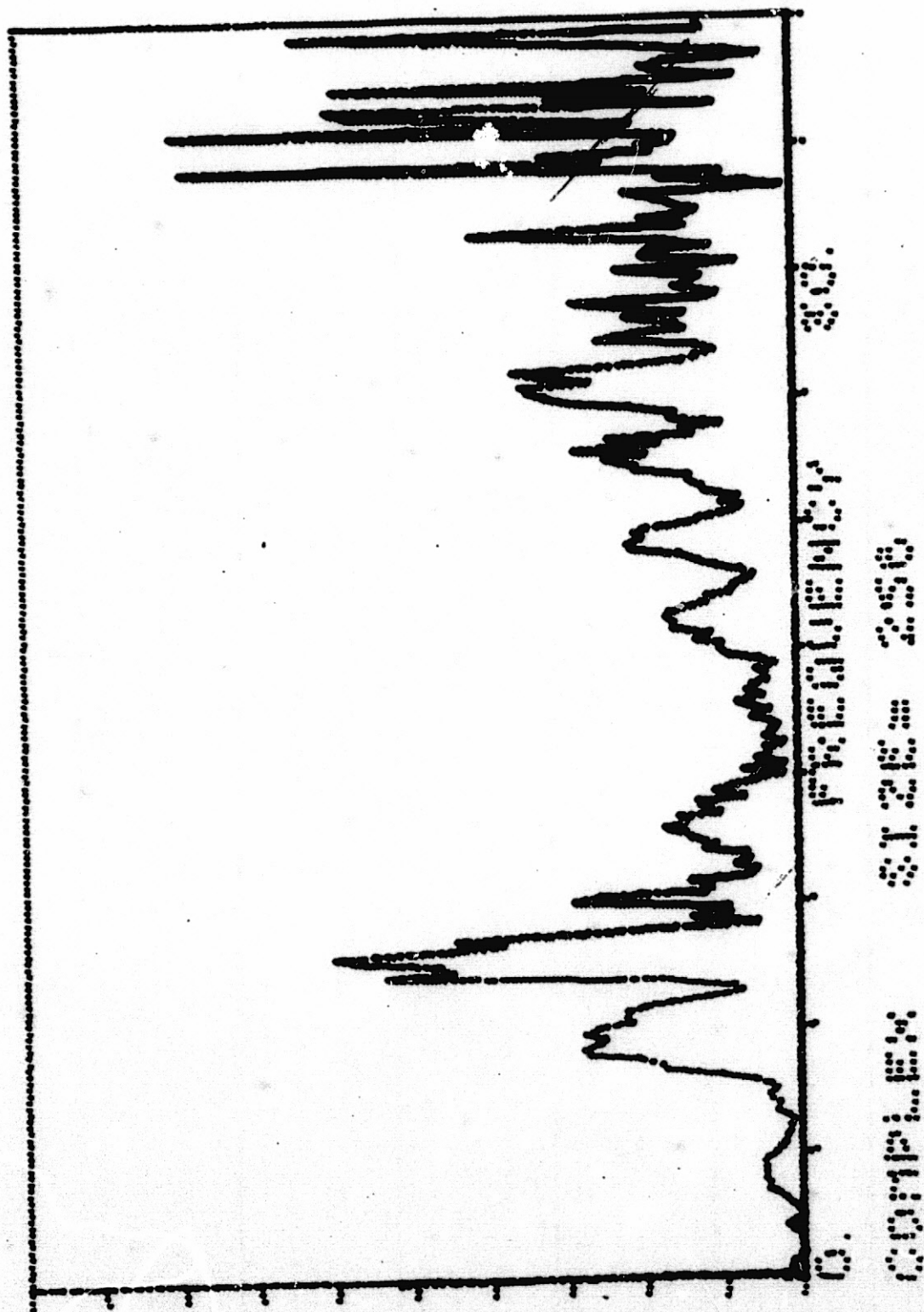
AV5/FL1



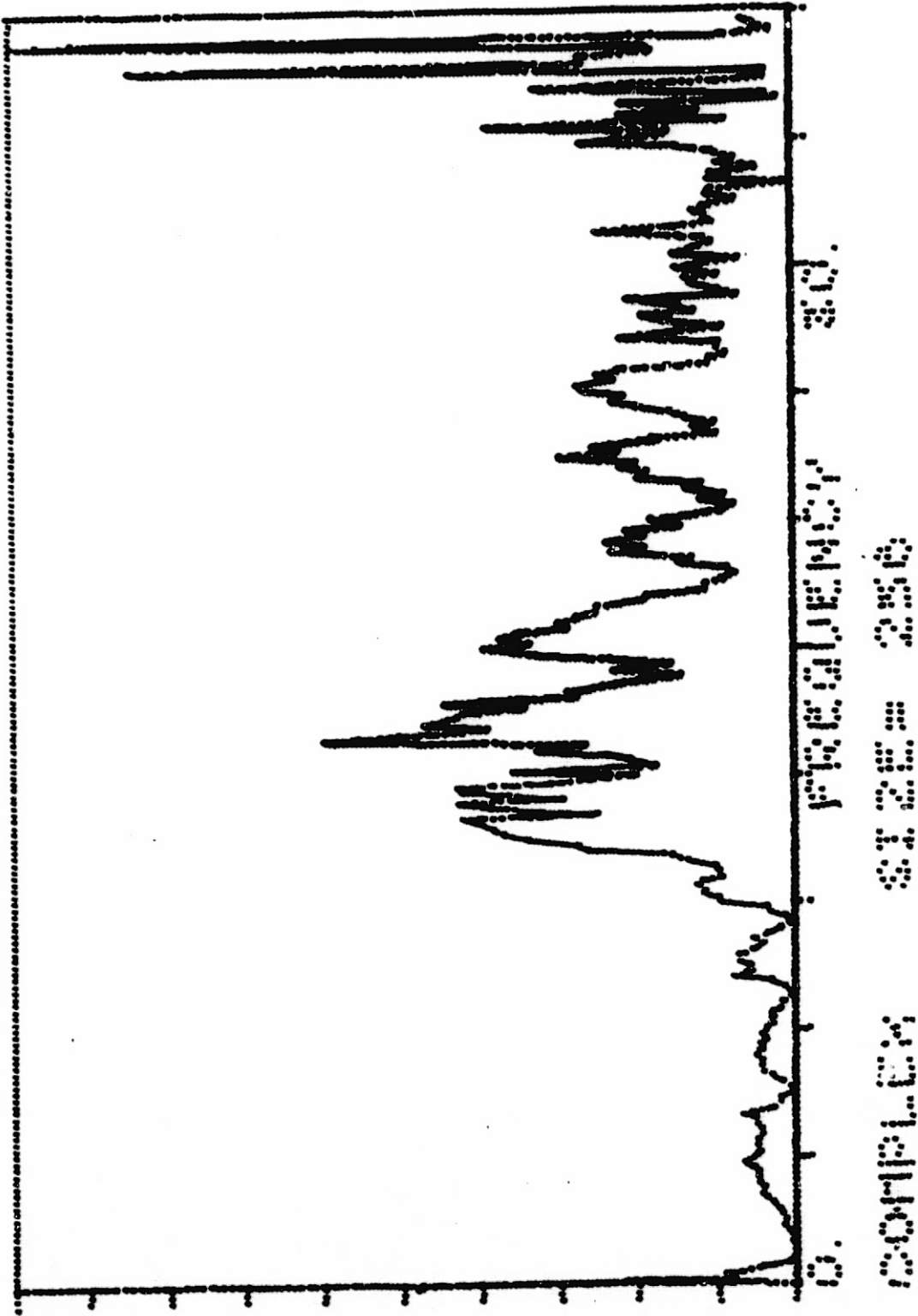
AV6/FL1



AL1/FL1

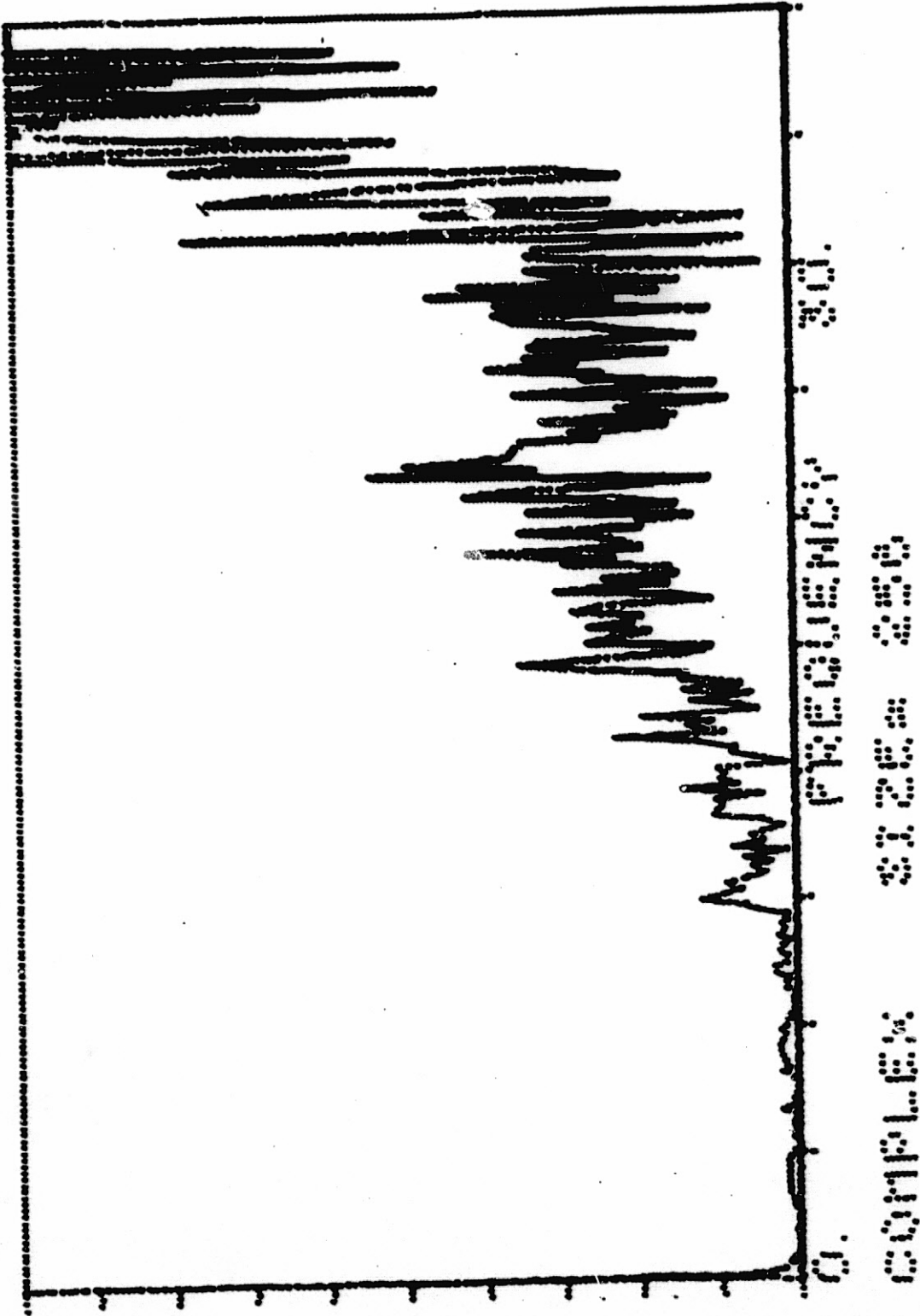


AL2/FL1

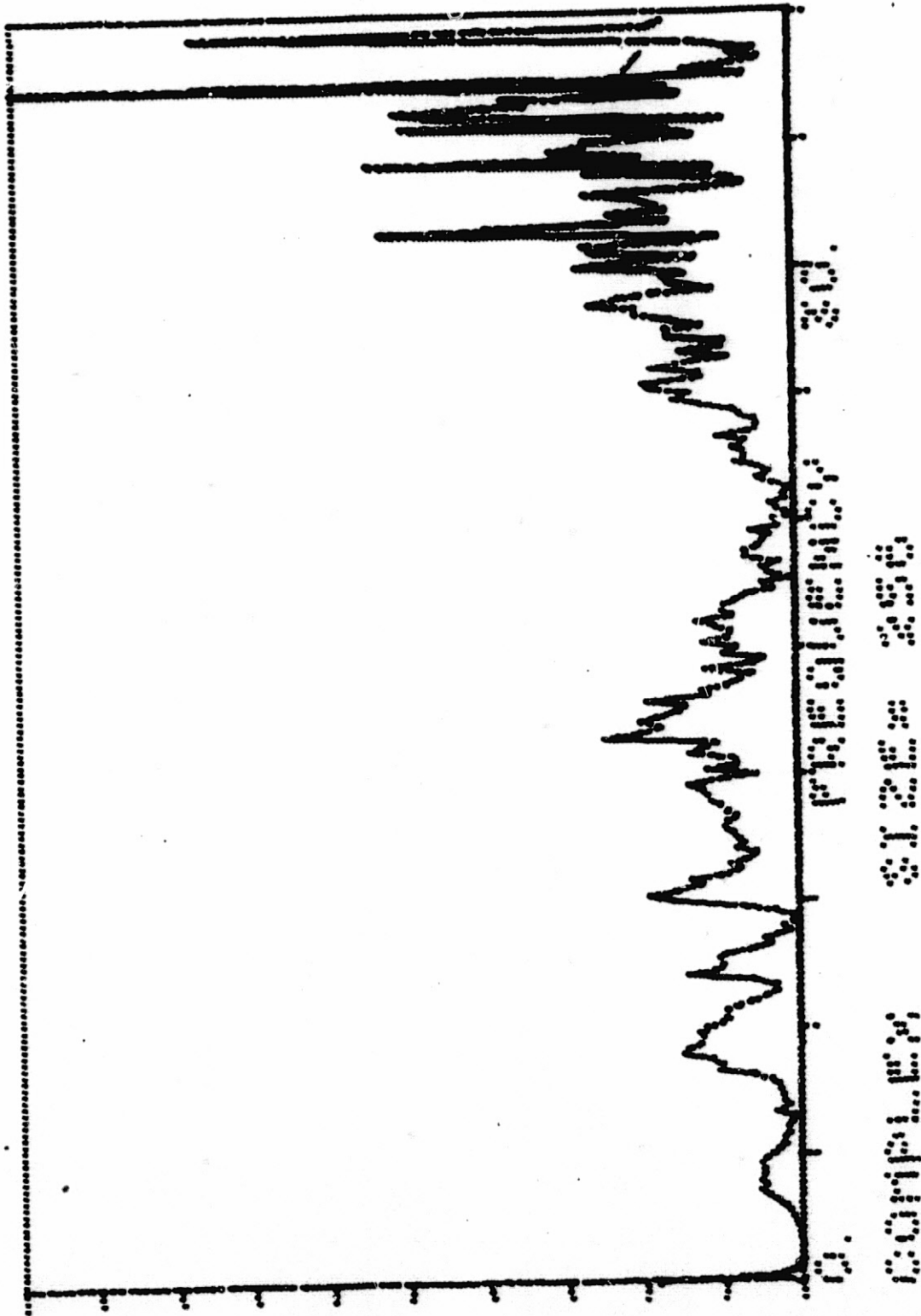


AL3/FL1

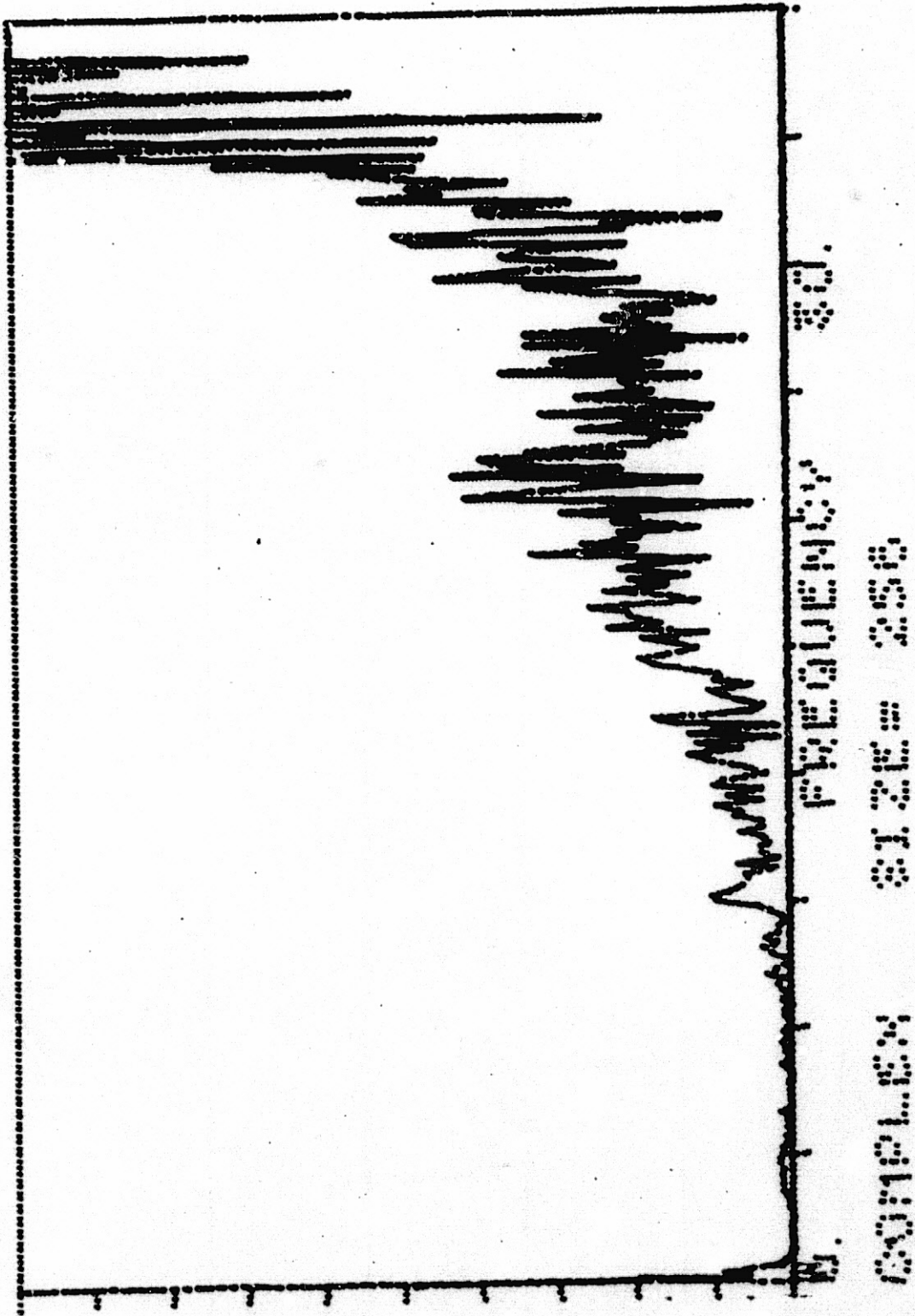




AL6/FL1



AL7/FL1



AL11/FL1

2.

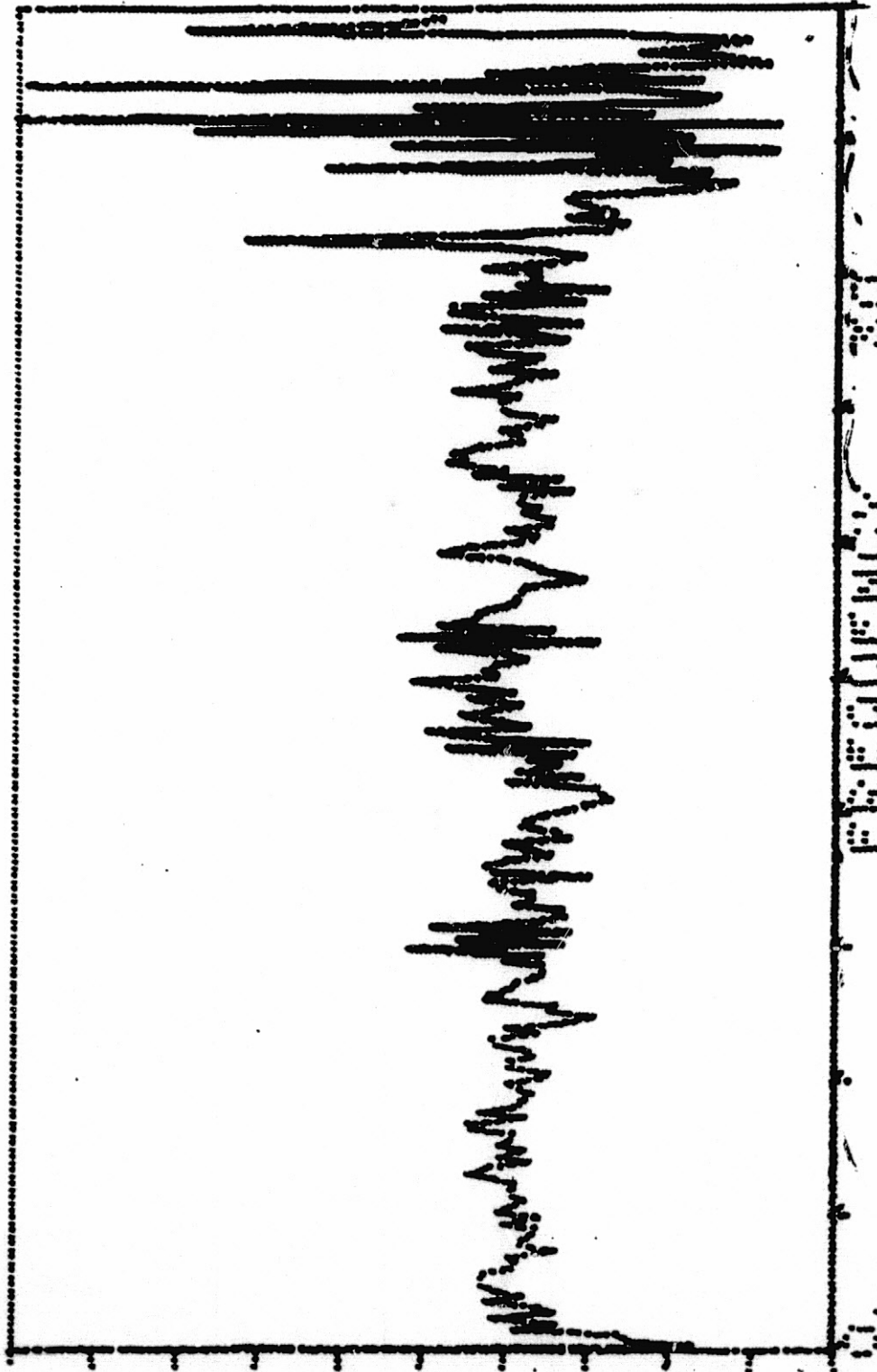
14434

10.

25

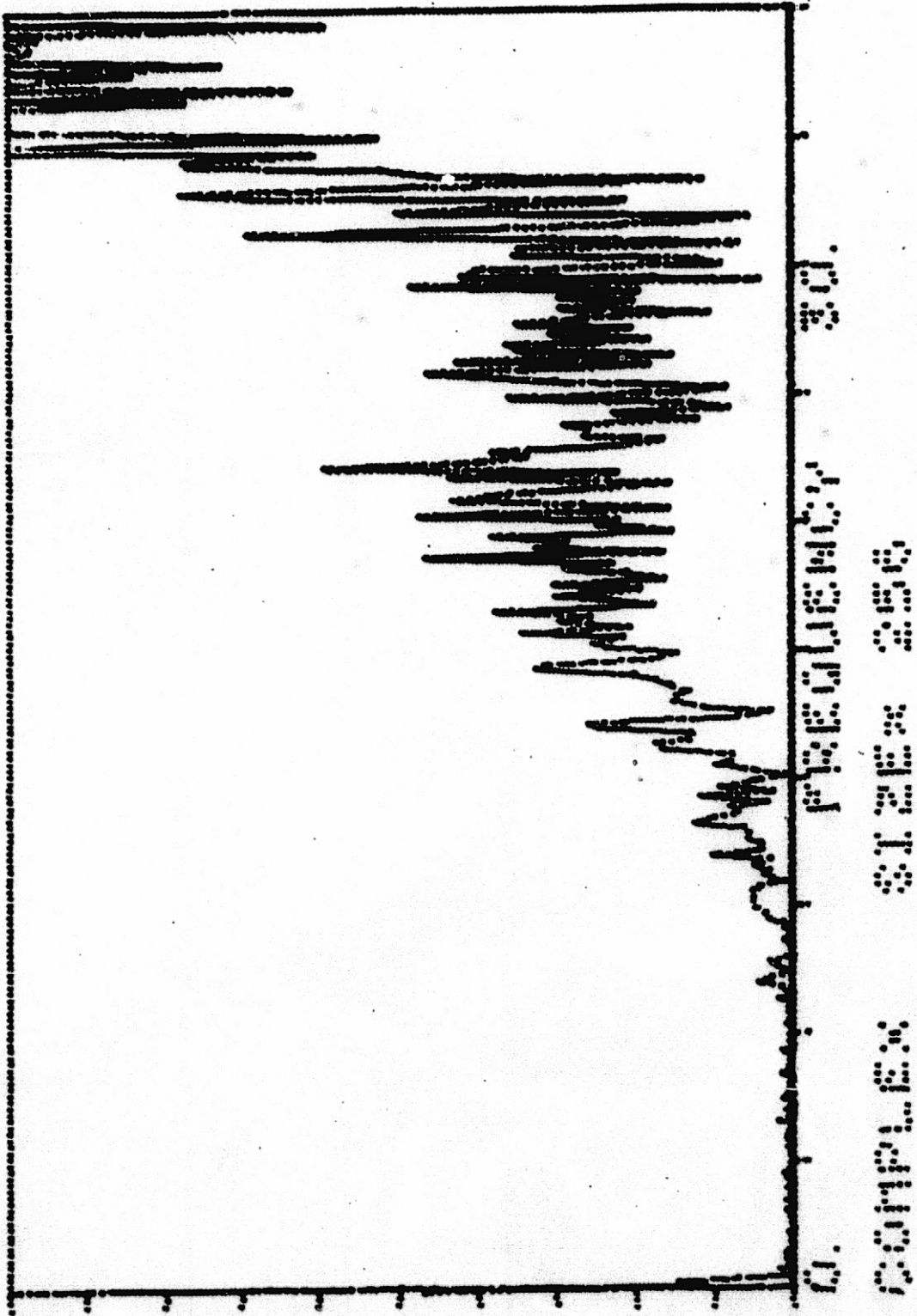
11:34

a.



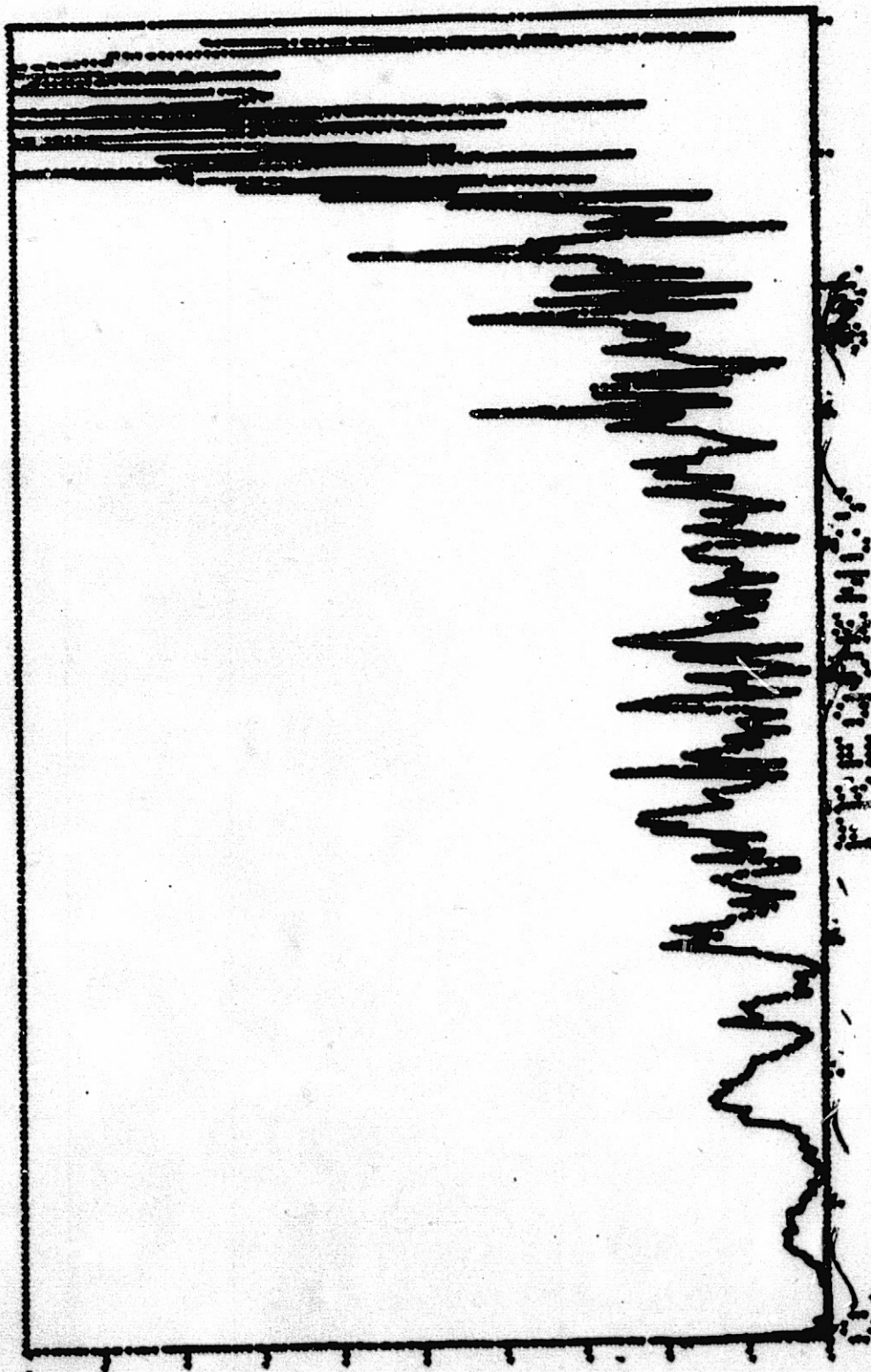
COMPEN STRE 256  
FREQUENCY 33

$\Delta P/FL1$



AL4/FL1





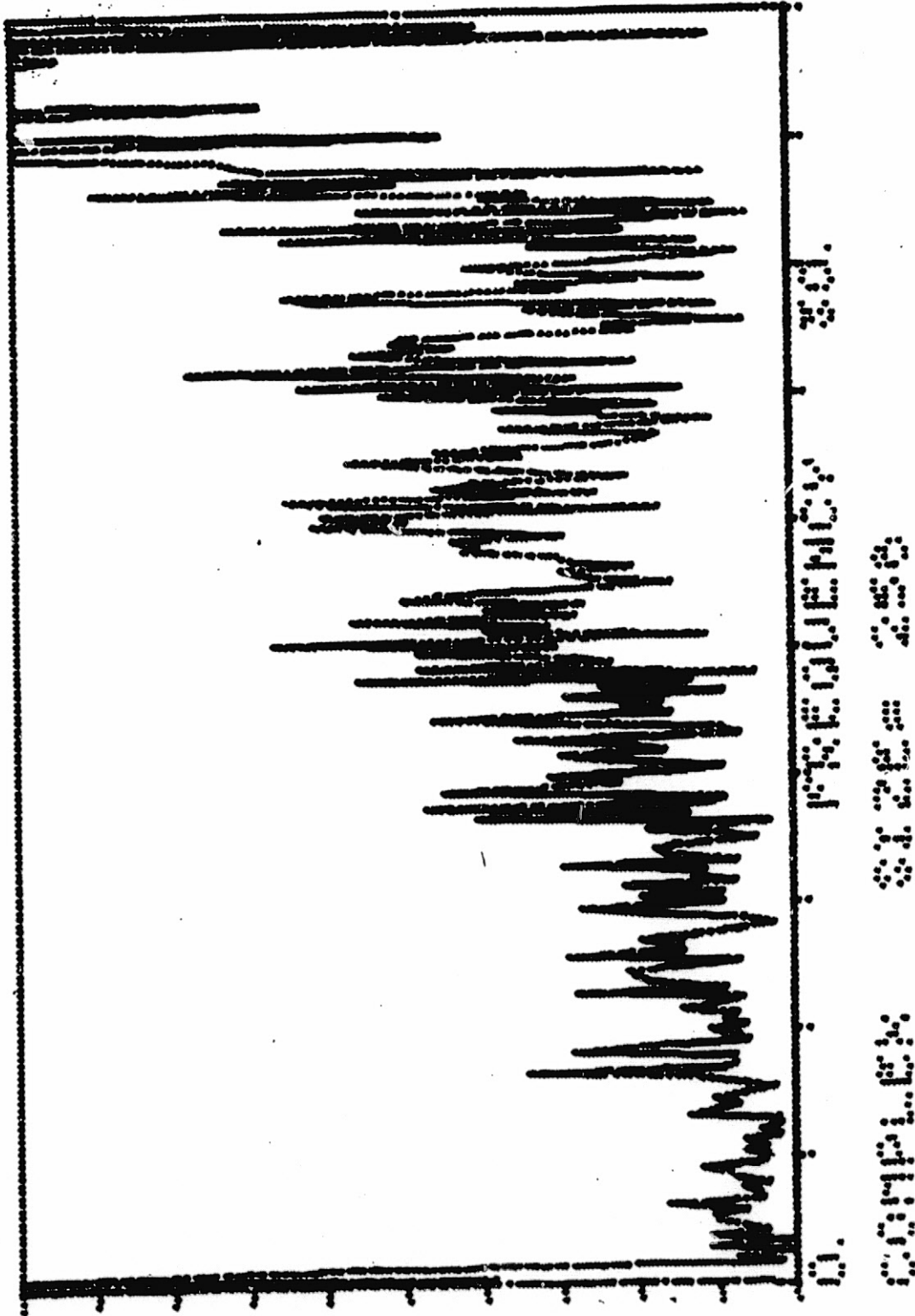
COMPLEX SIZE 256

AL5/FL1

3.

14404

0.

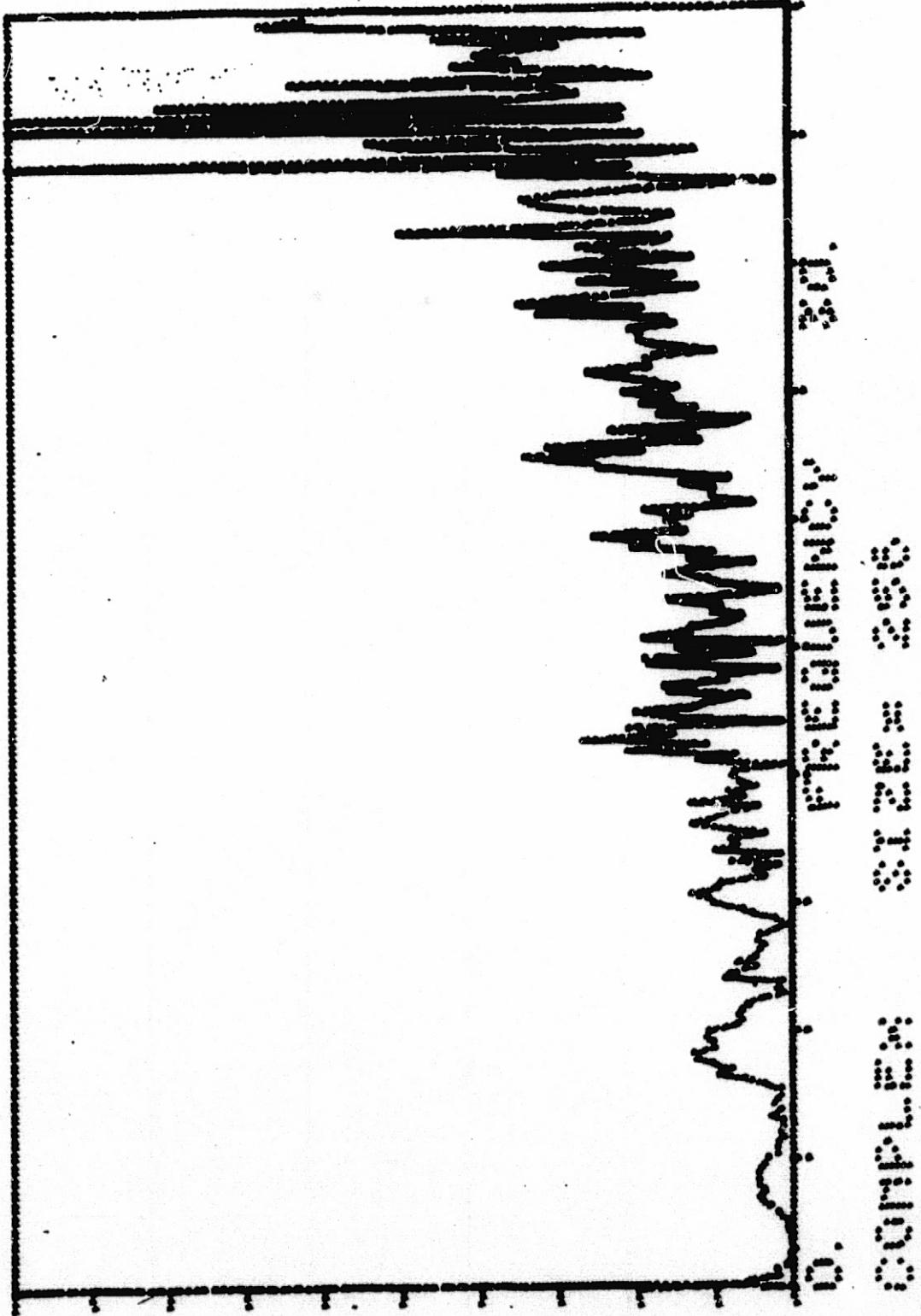


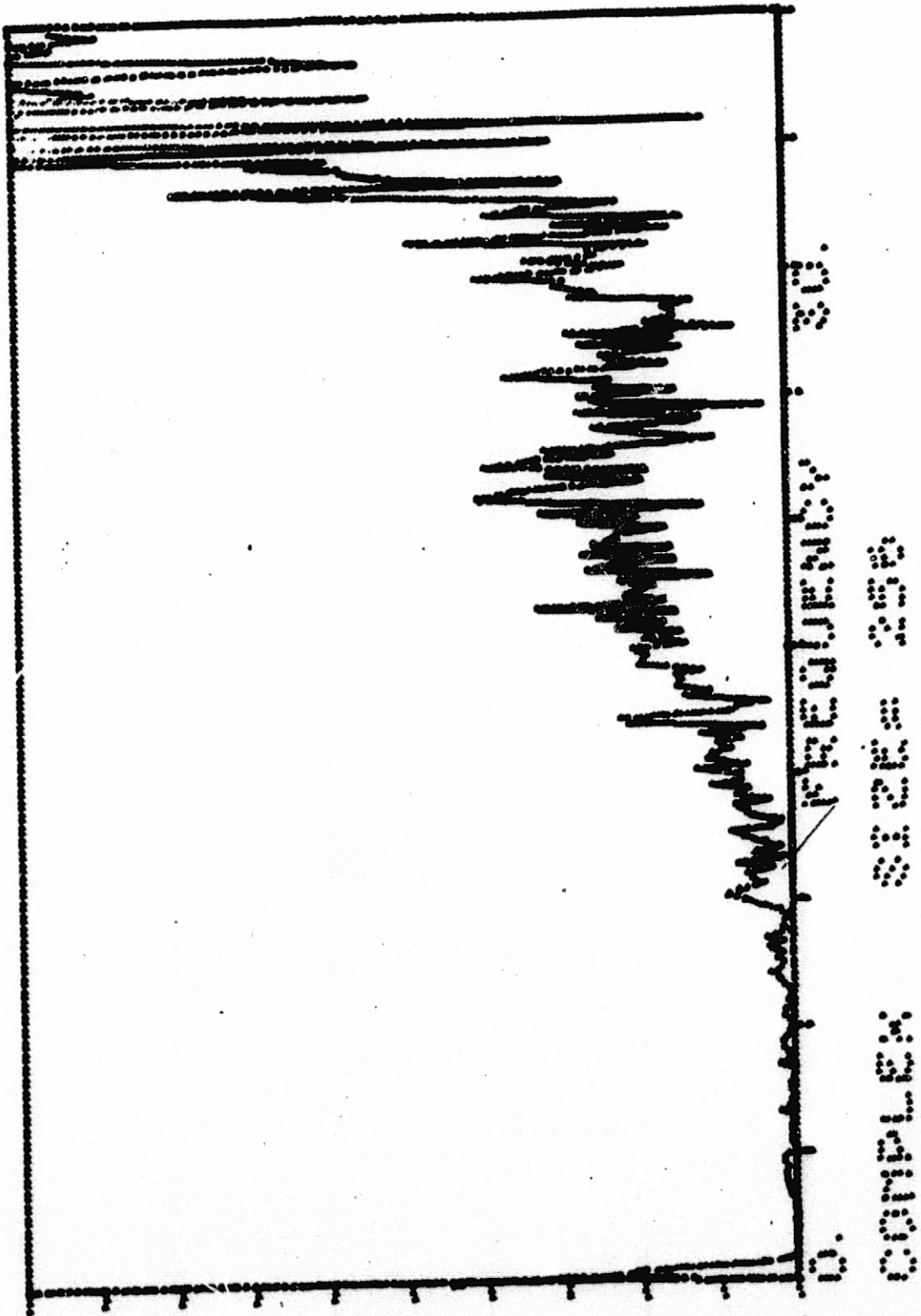
AL8/FL1

2.

19904

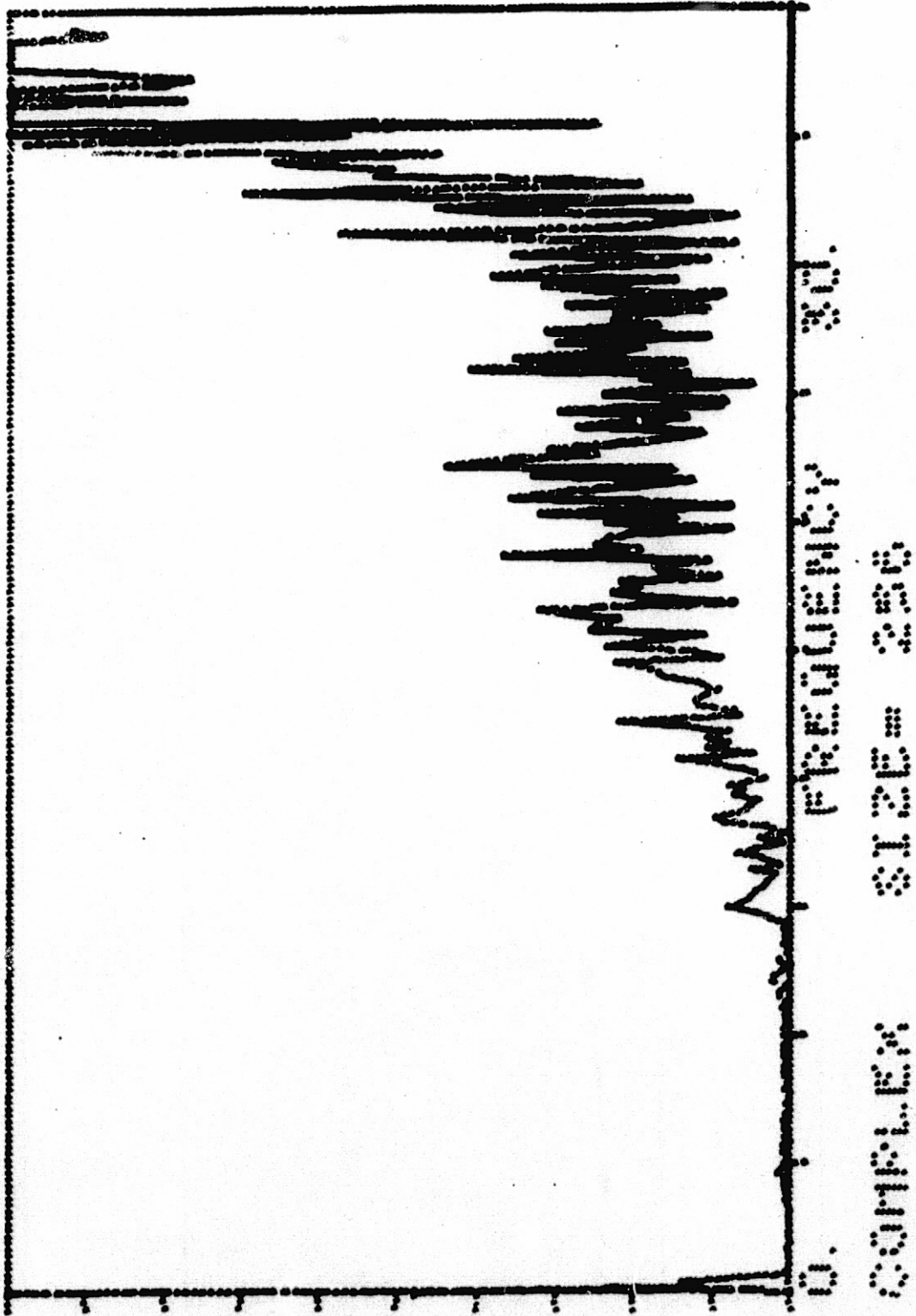
1.





AL10/FL1



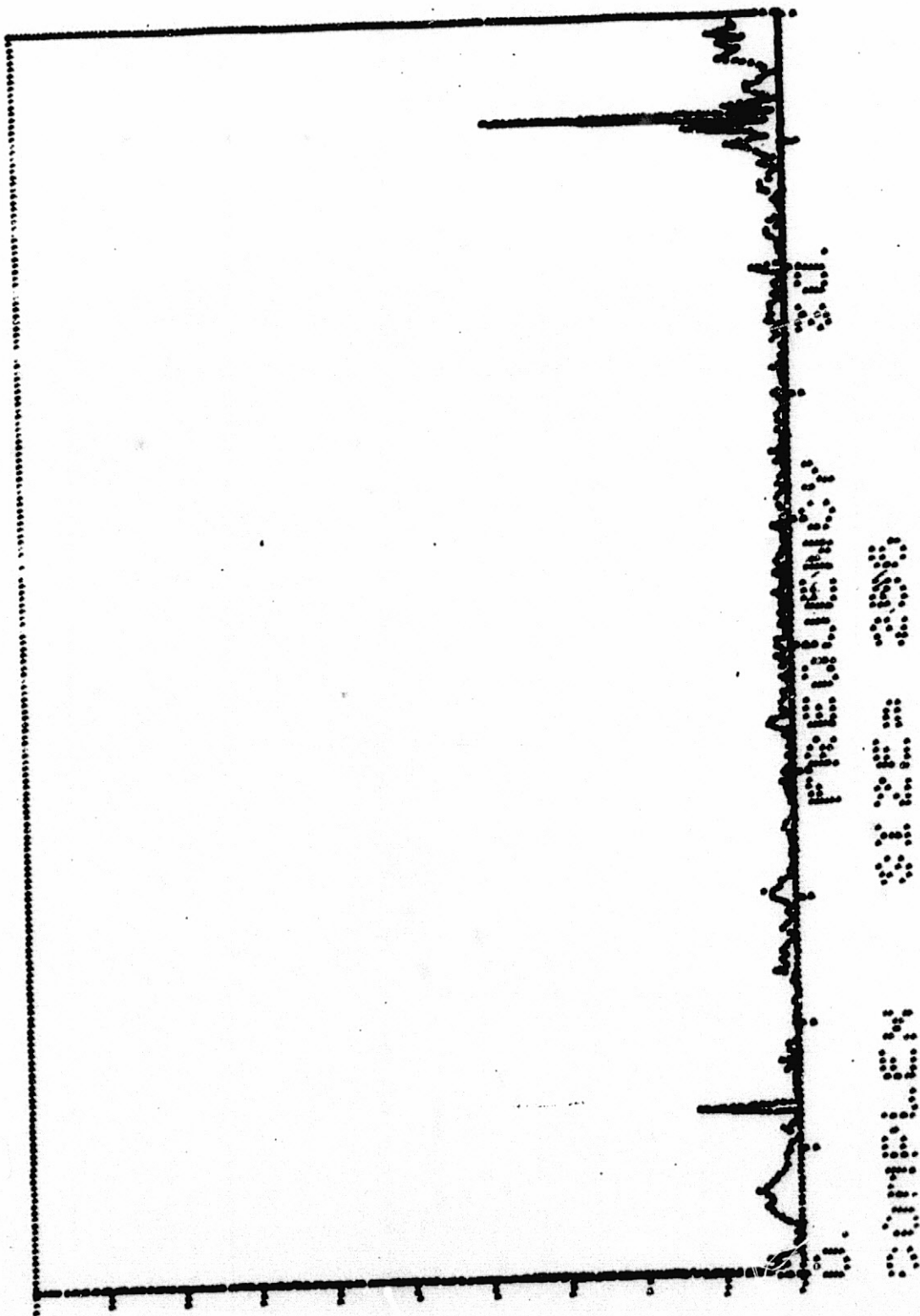


AL12/FL1

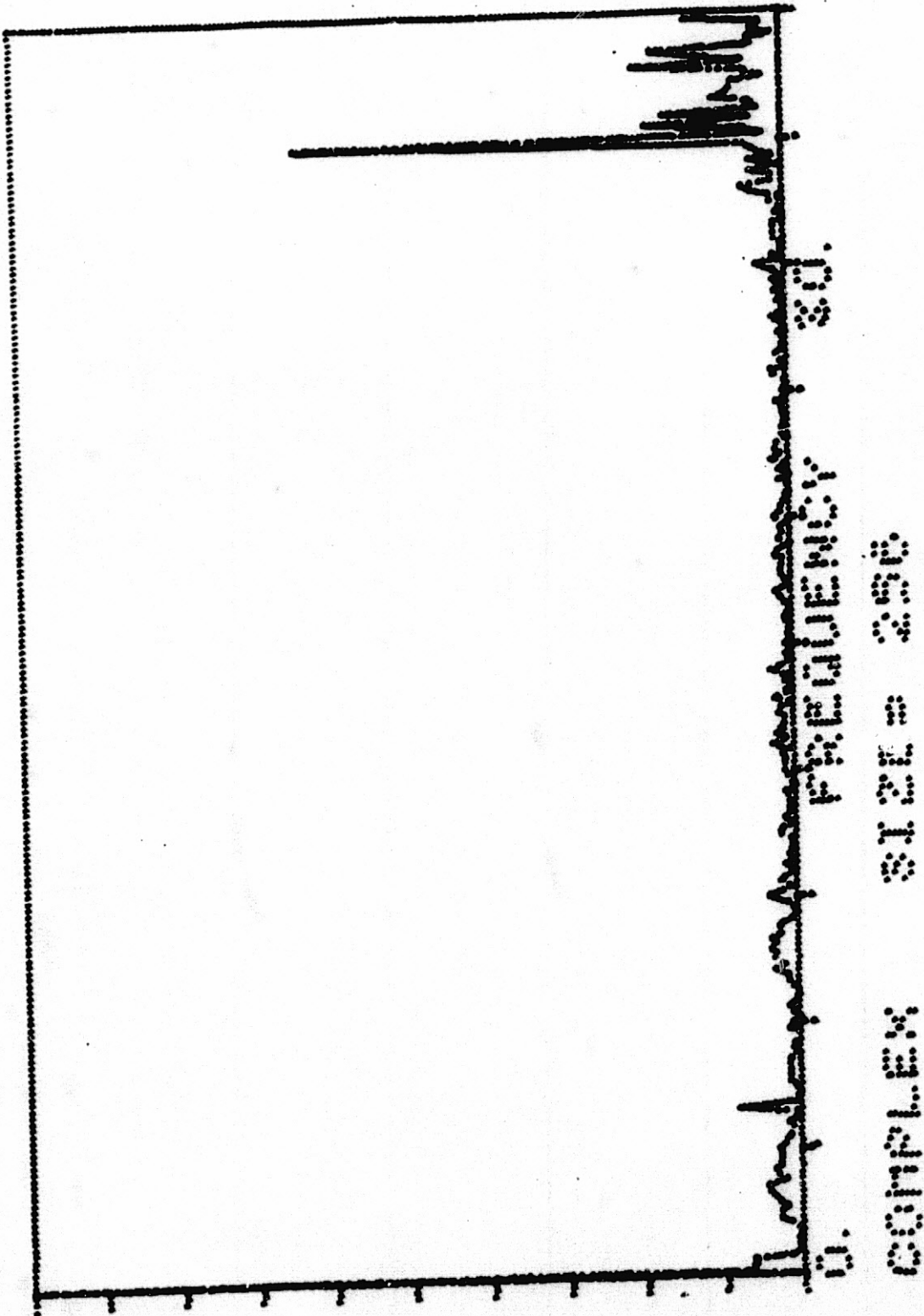
13

High

2.



DL1/FL1

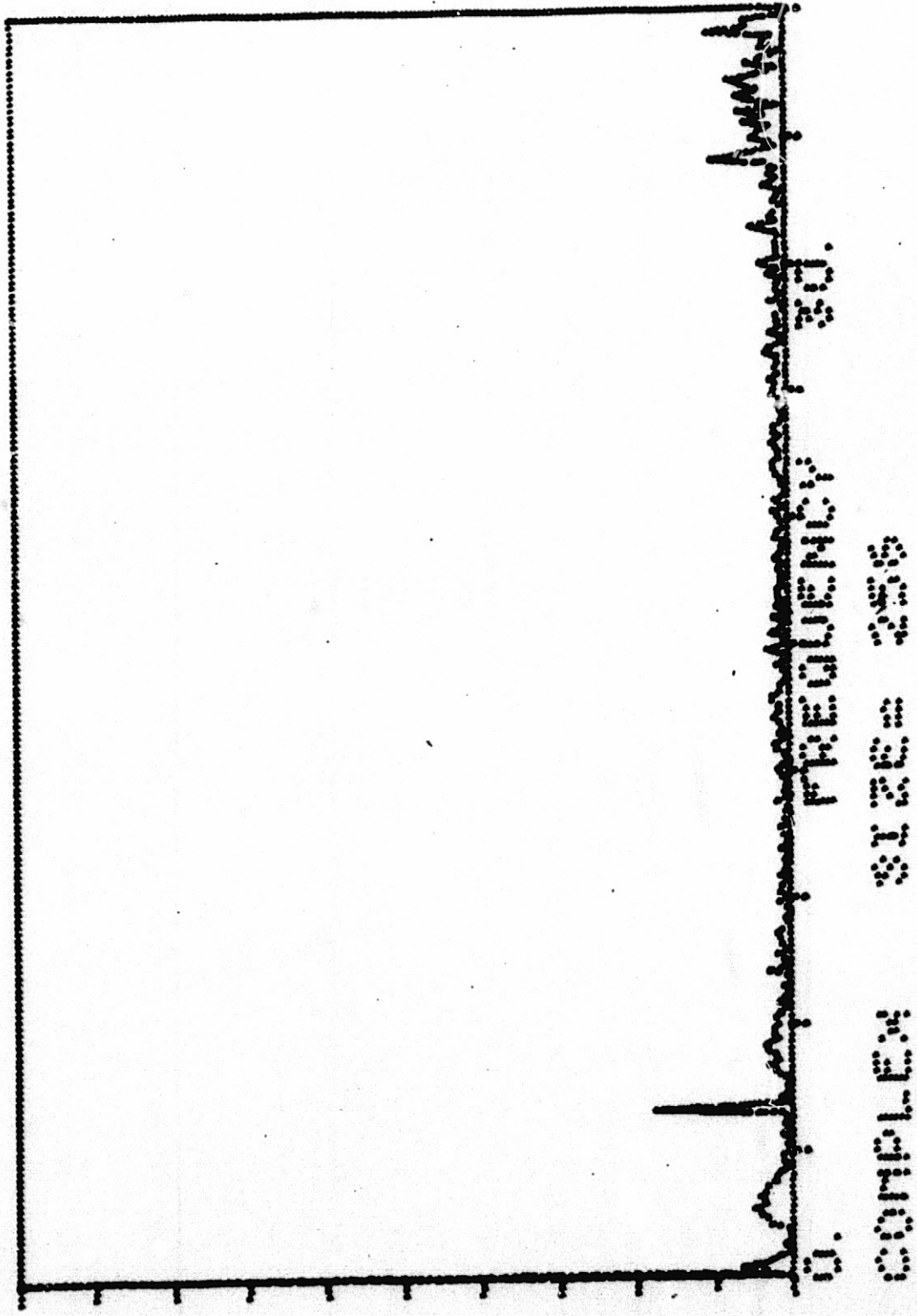


DL2/FL1

5

100MHz

0



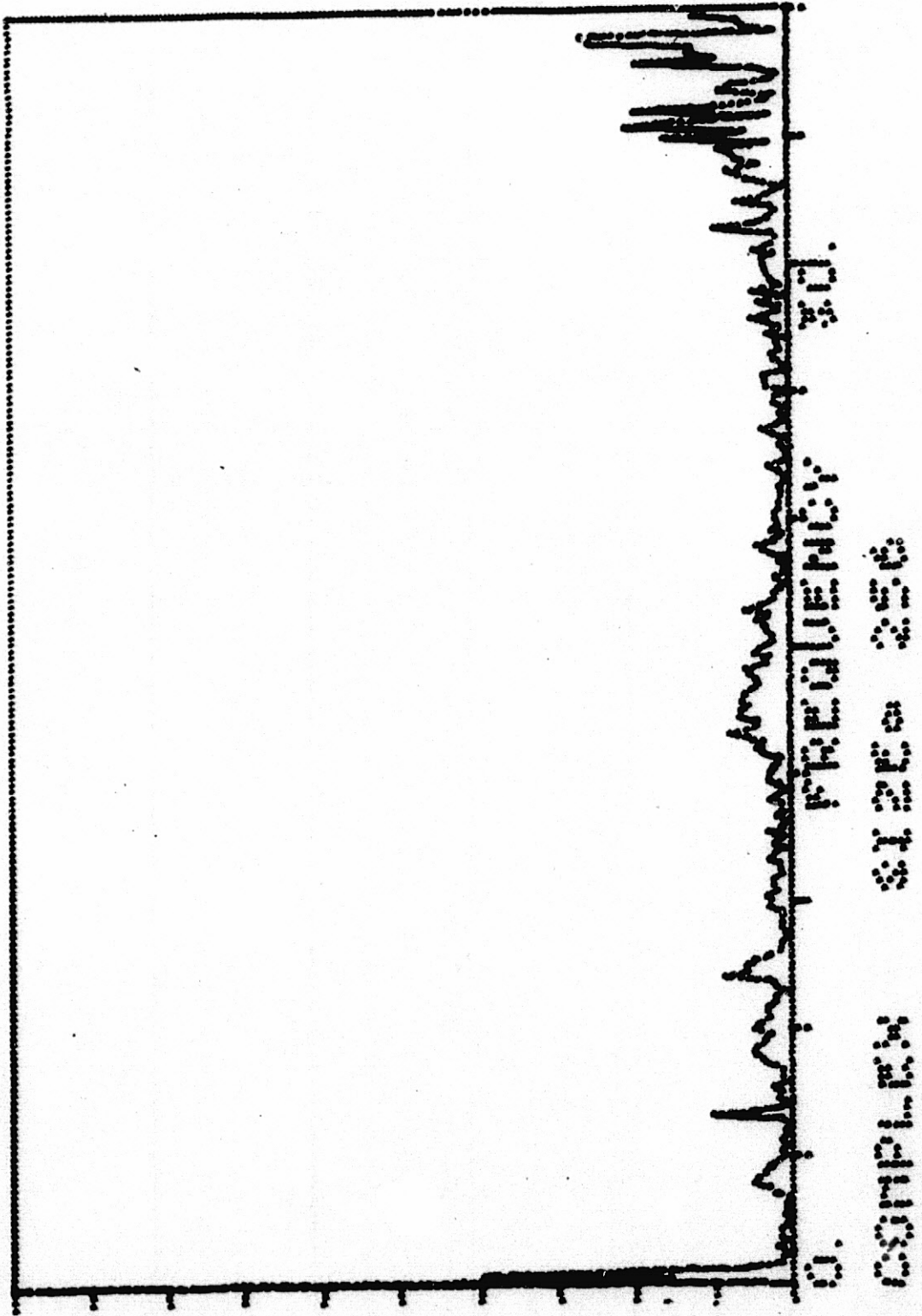
DL3/FL1

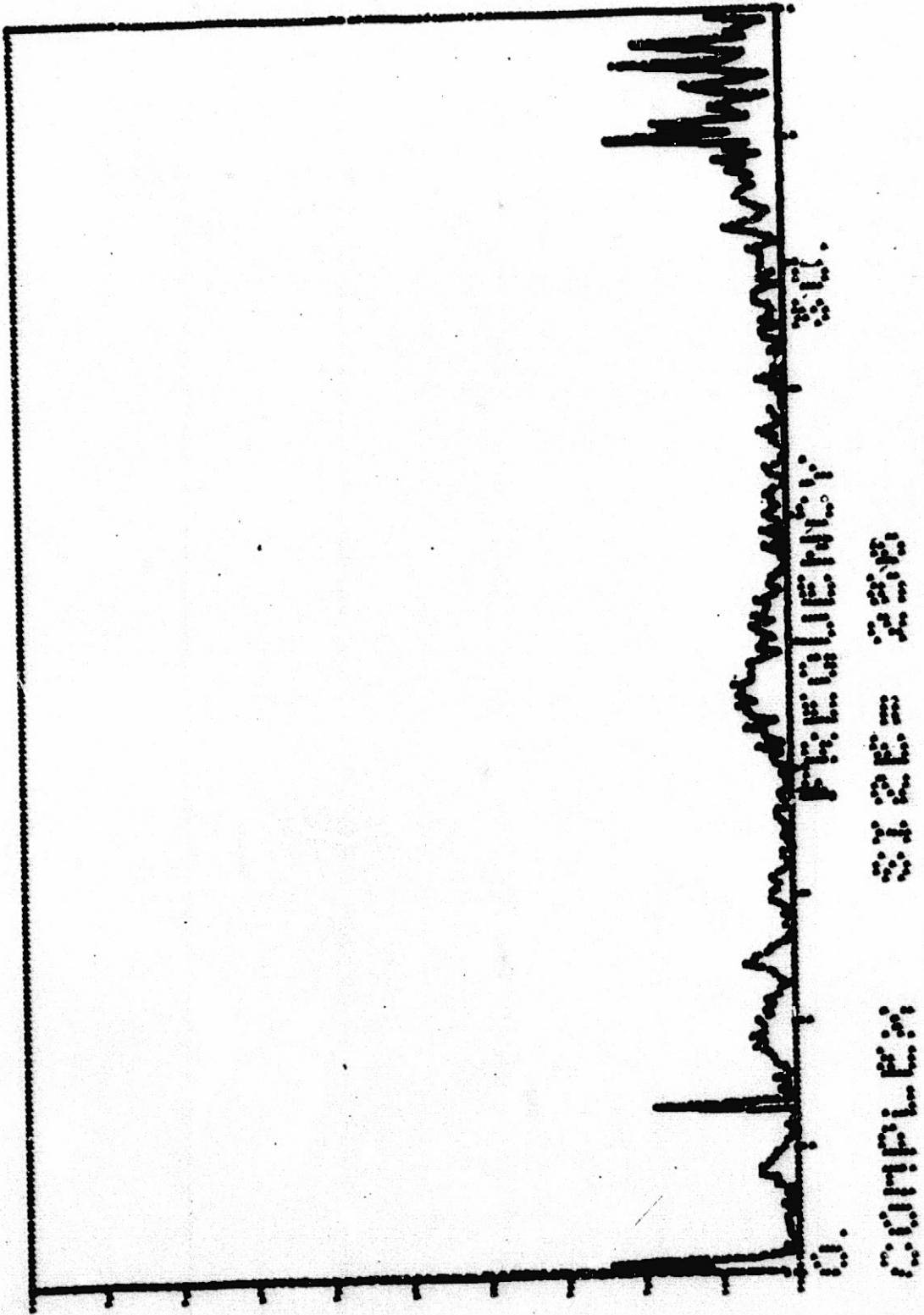
5.

14934

12.



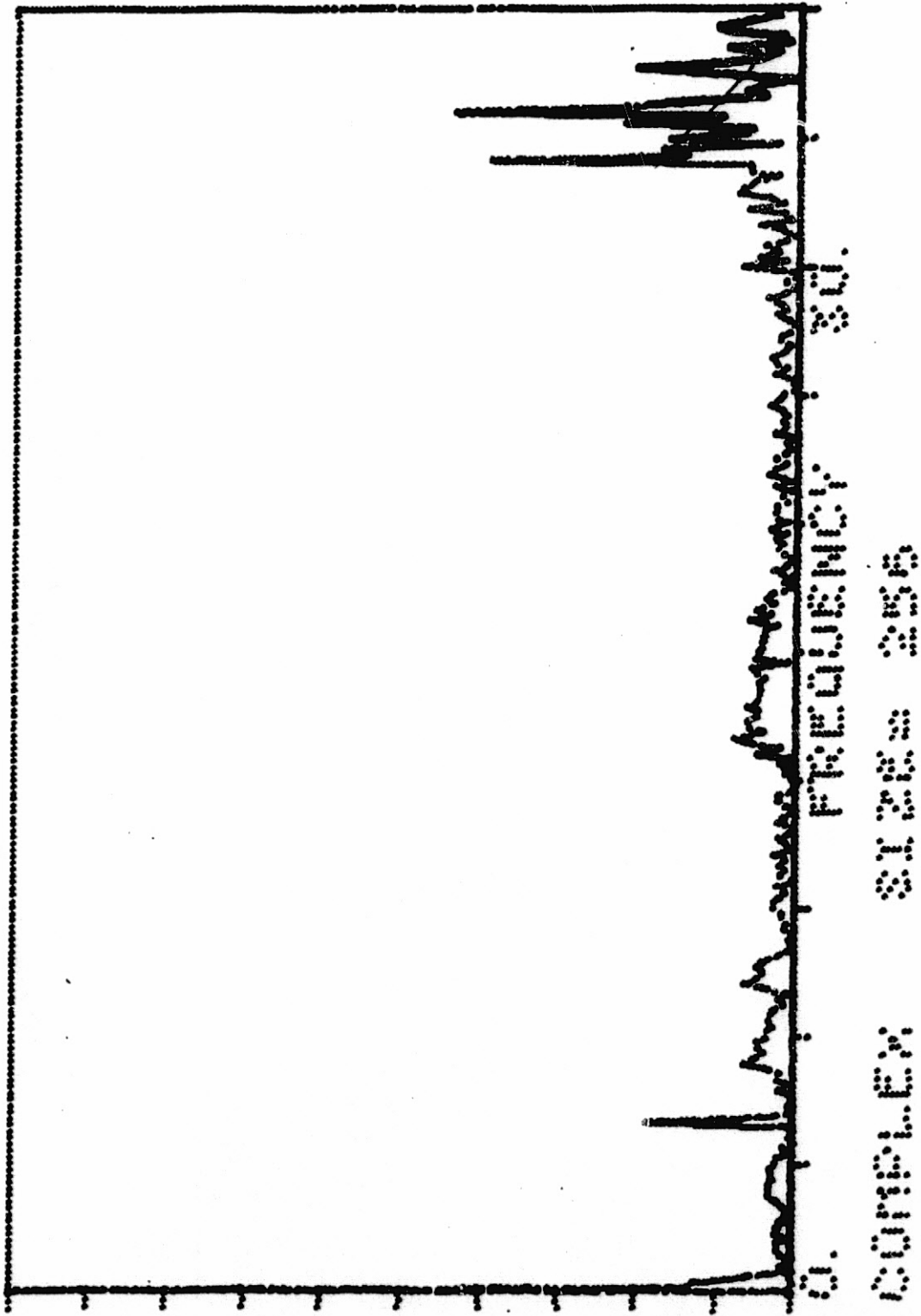




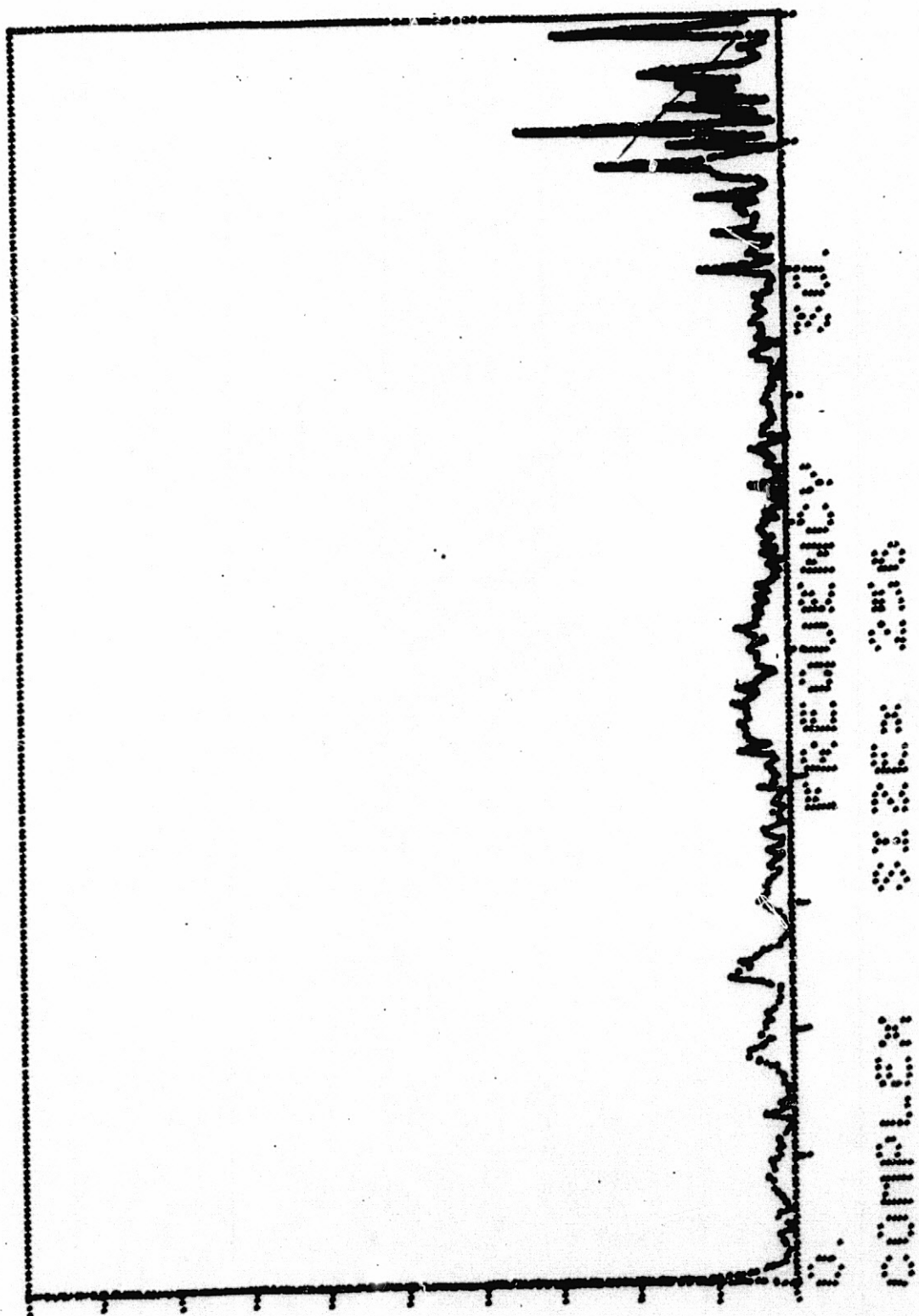
DL5/FL1

140411

30.



DL6/FL1



DL7/FL1

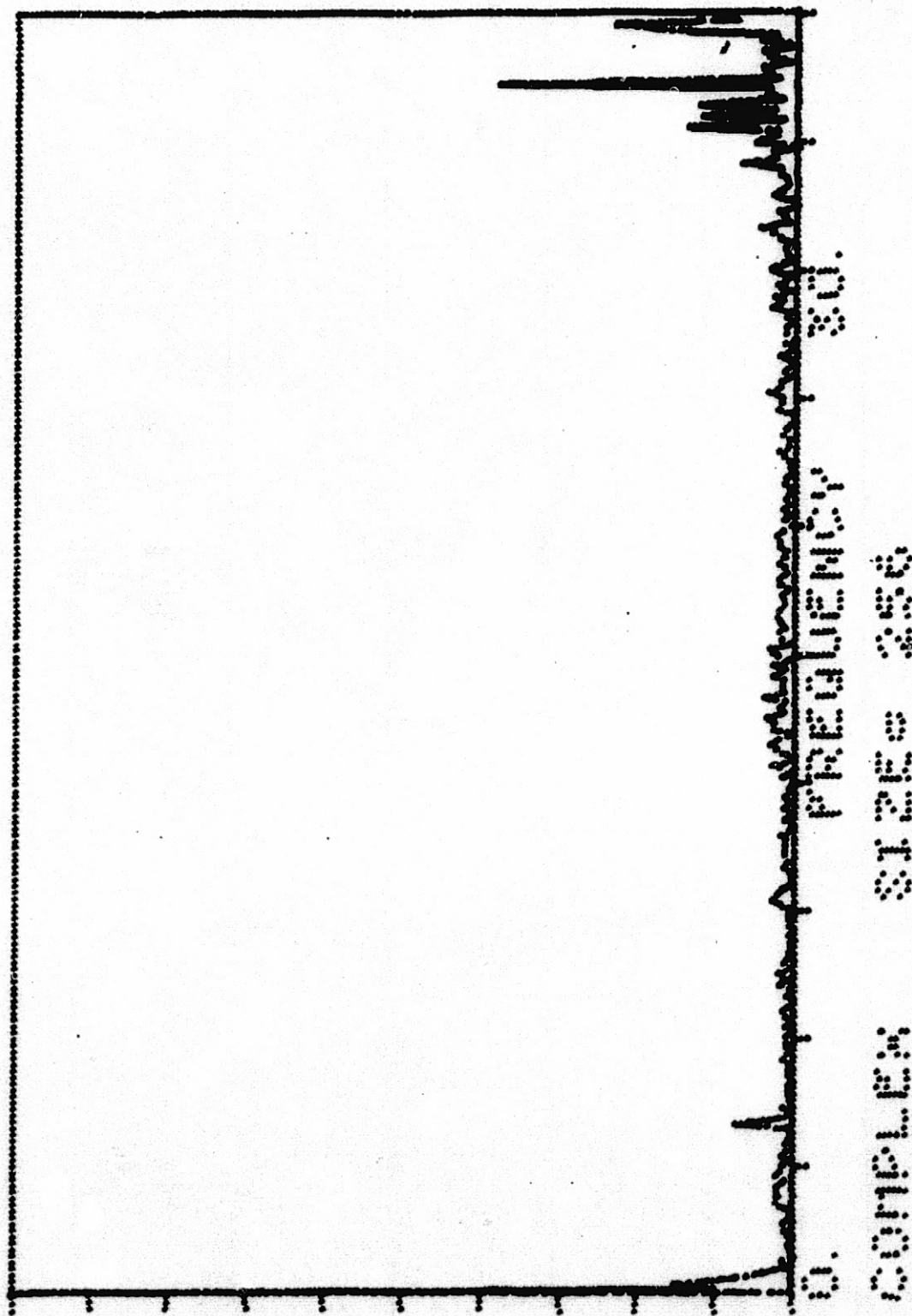


5.

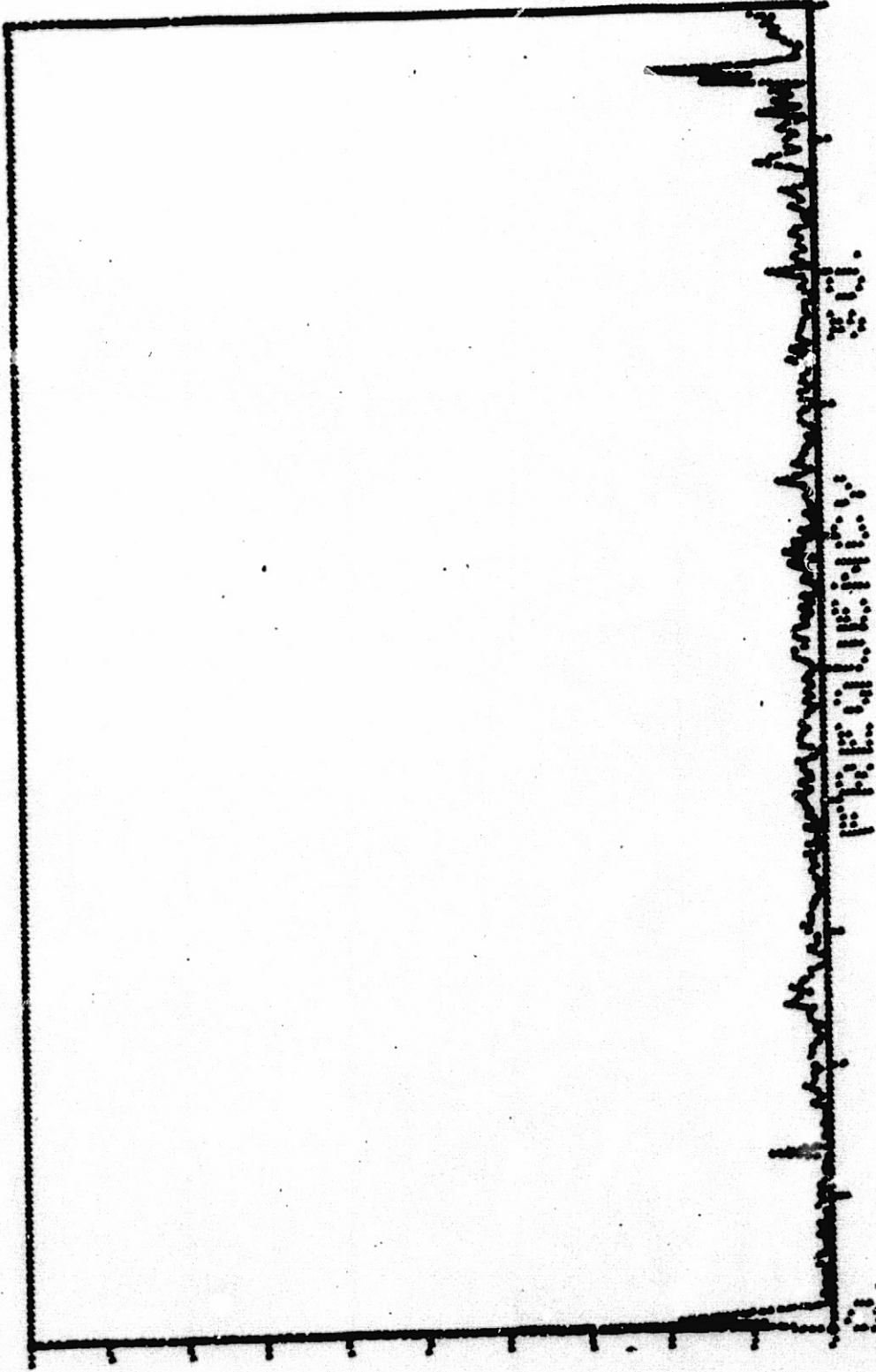
11/13/14

12.

42



DL8/FL1

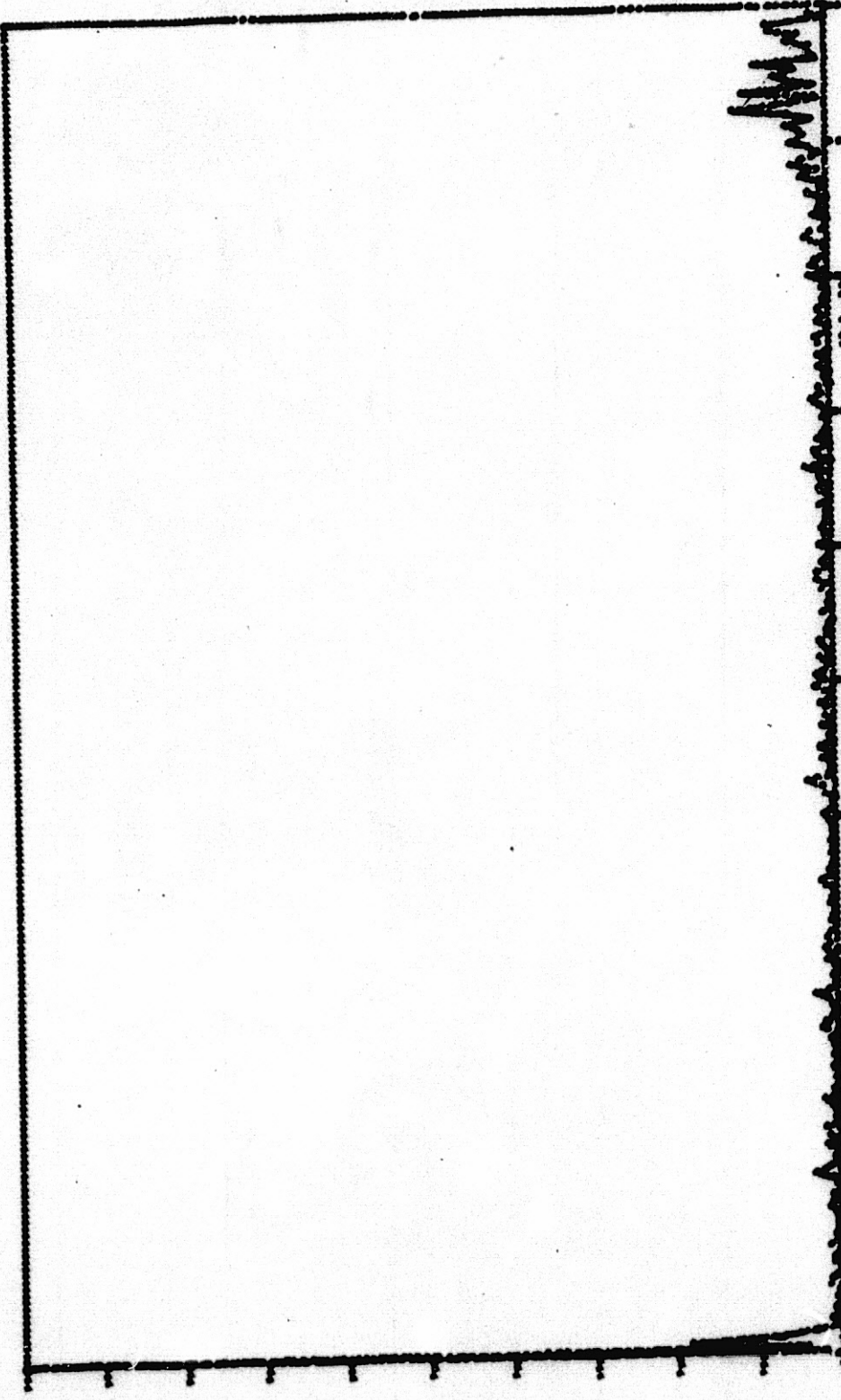


COMPLEX SIZE 33M

5

1472H

0.



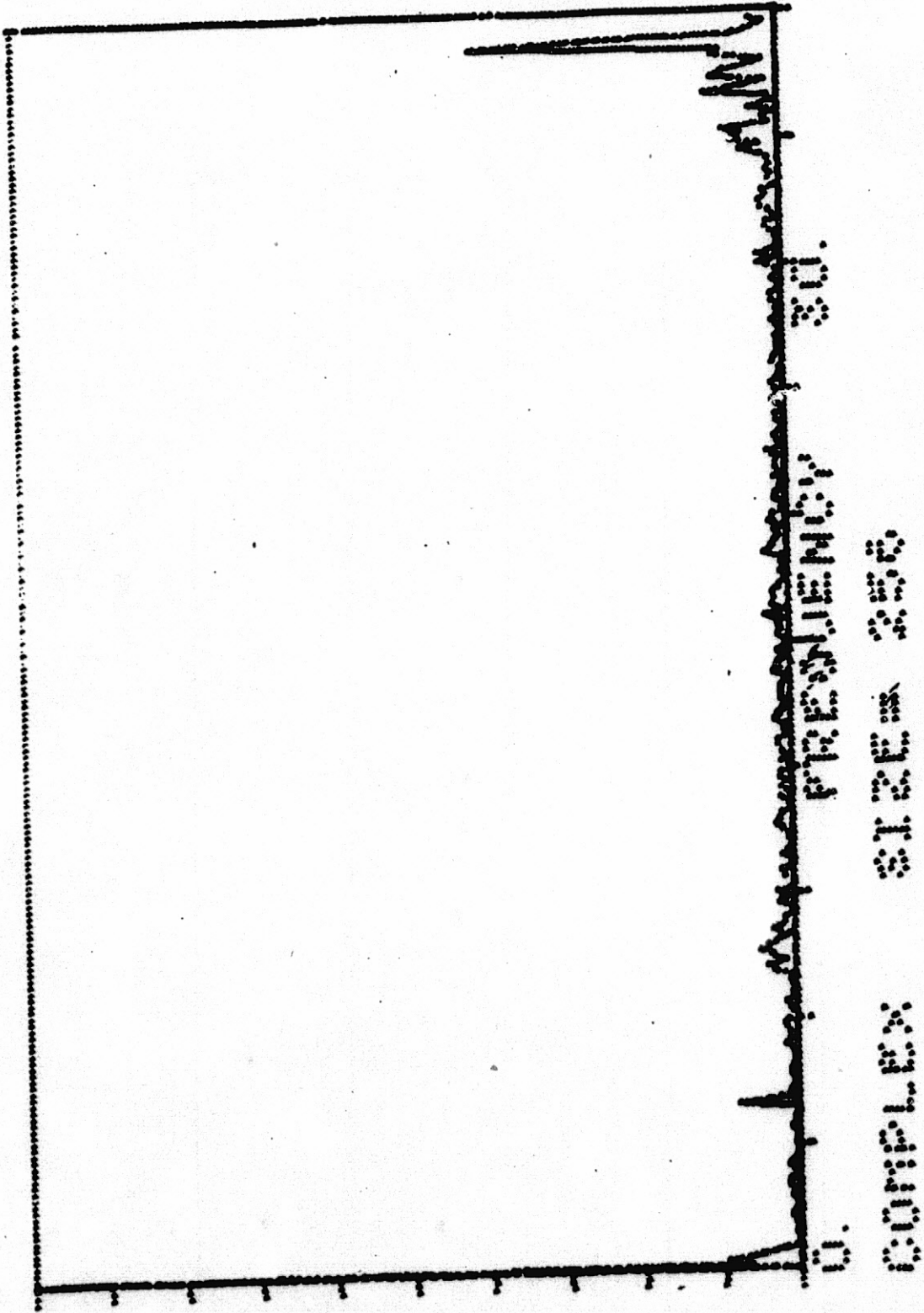
30.

35E 35E

35E 35E

DL10/FL1





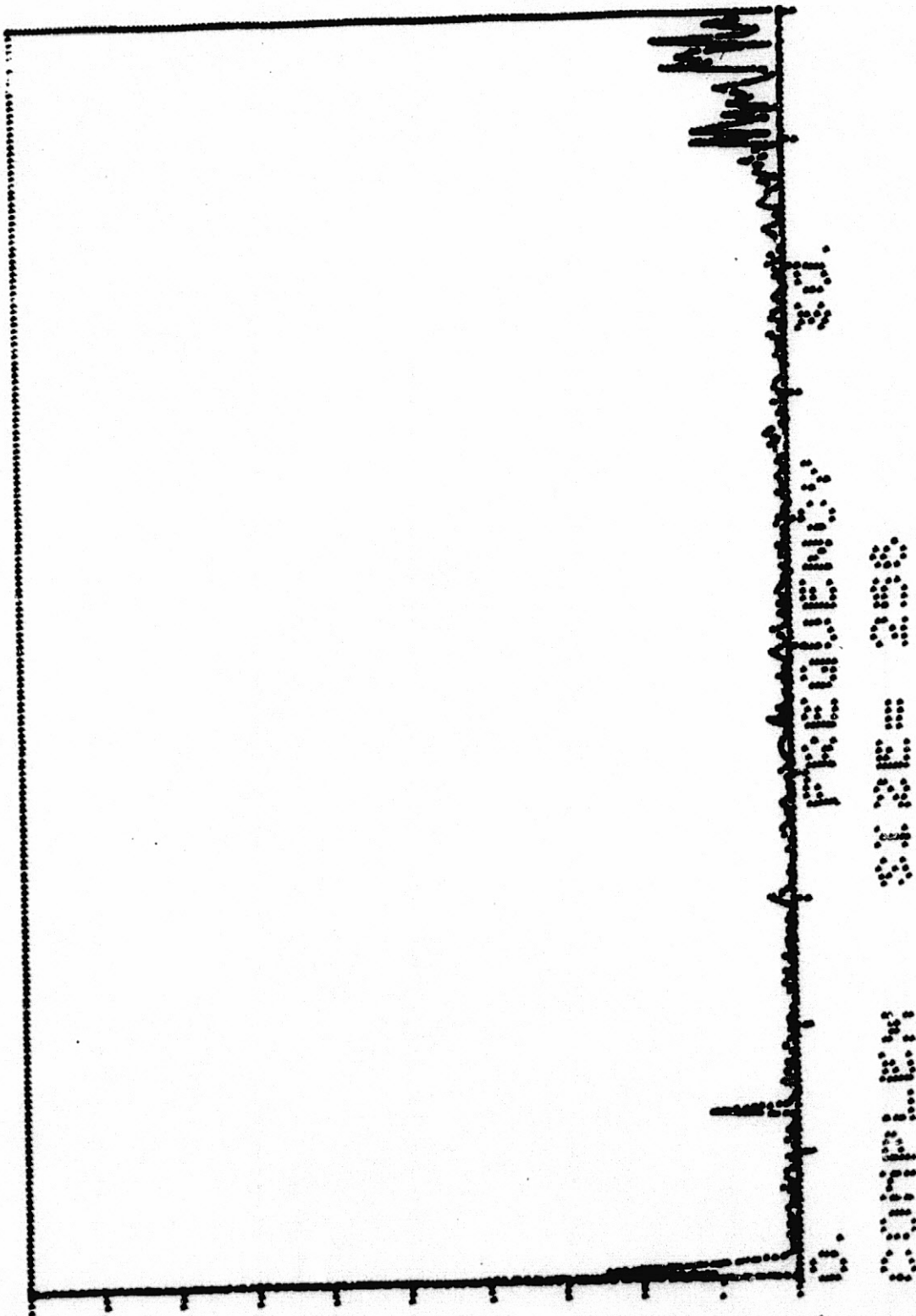
DL11/FL1

5

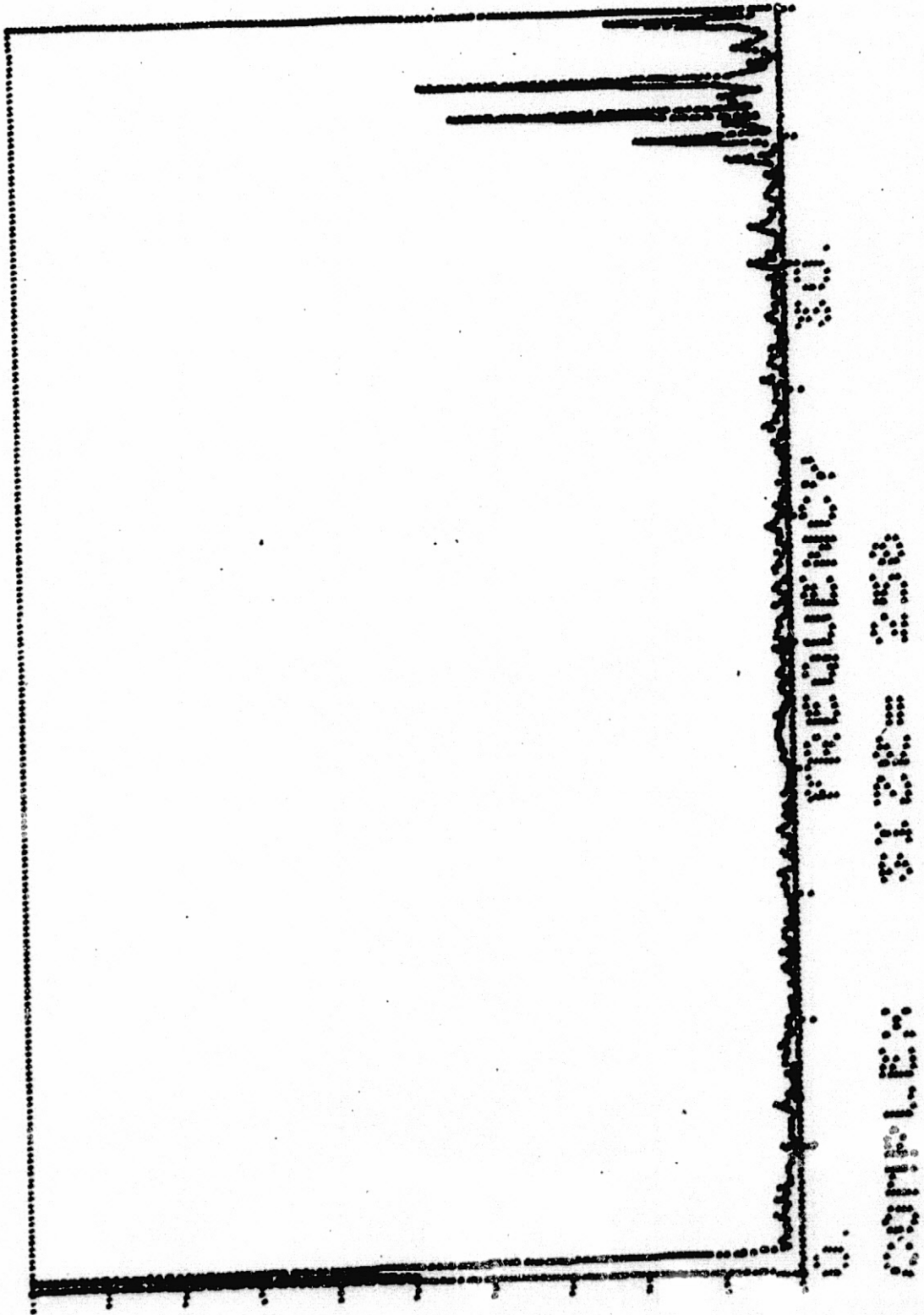
11/11/11

0



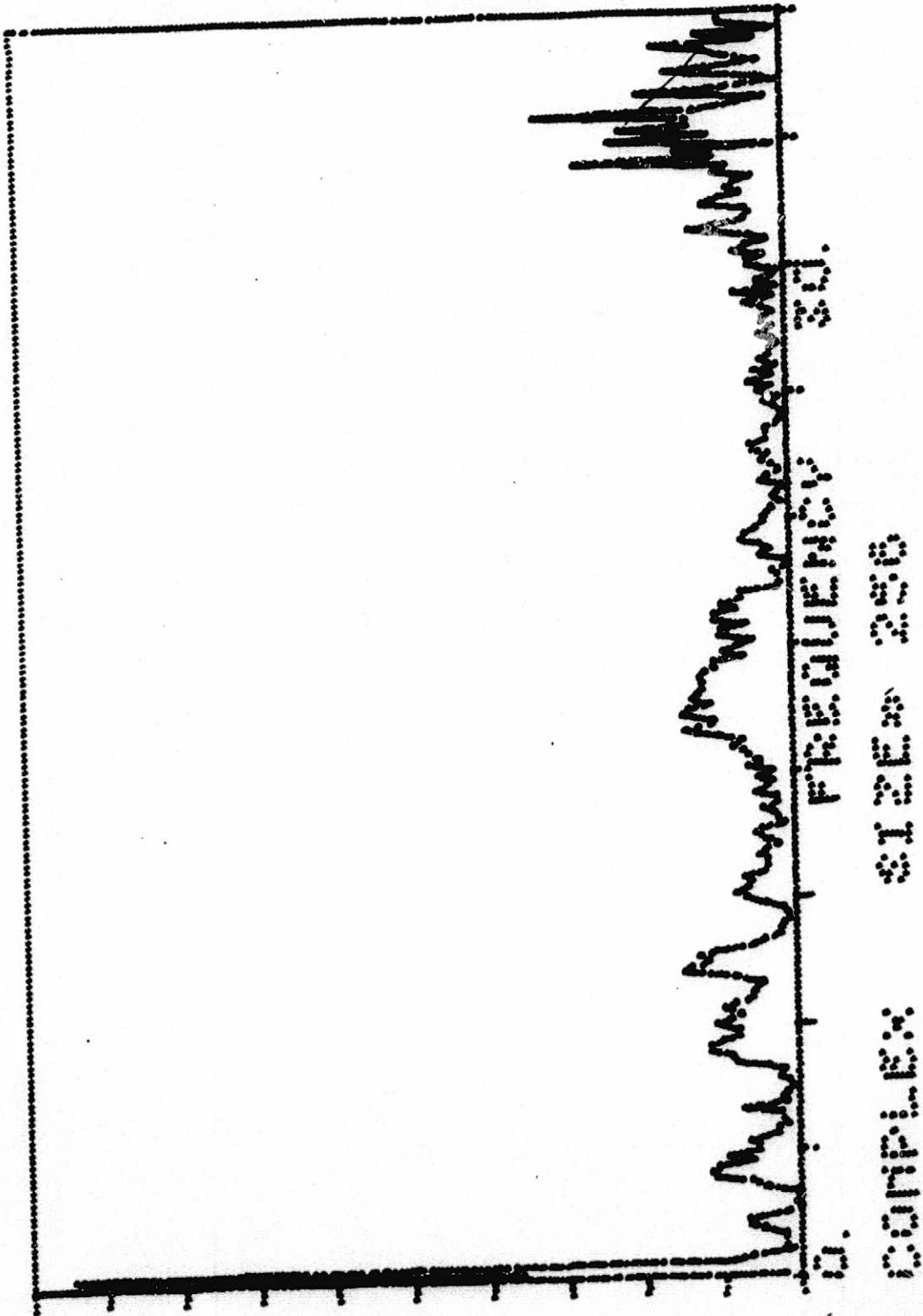


DL12/FL1



DL13/FL1

47



DL14/FL1

5

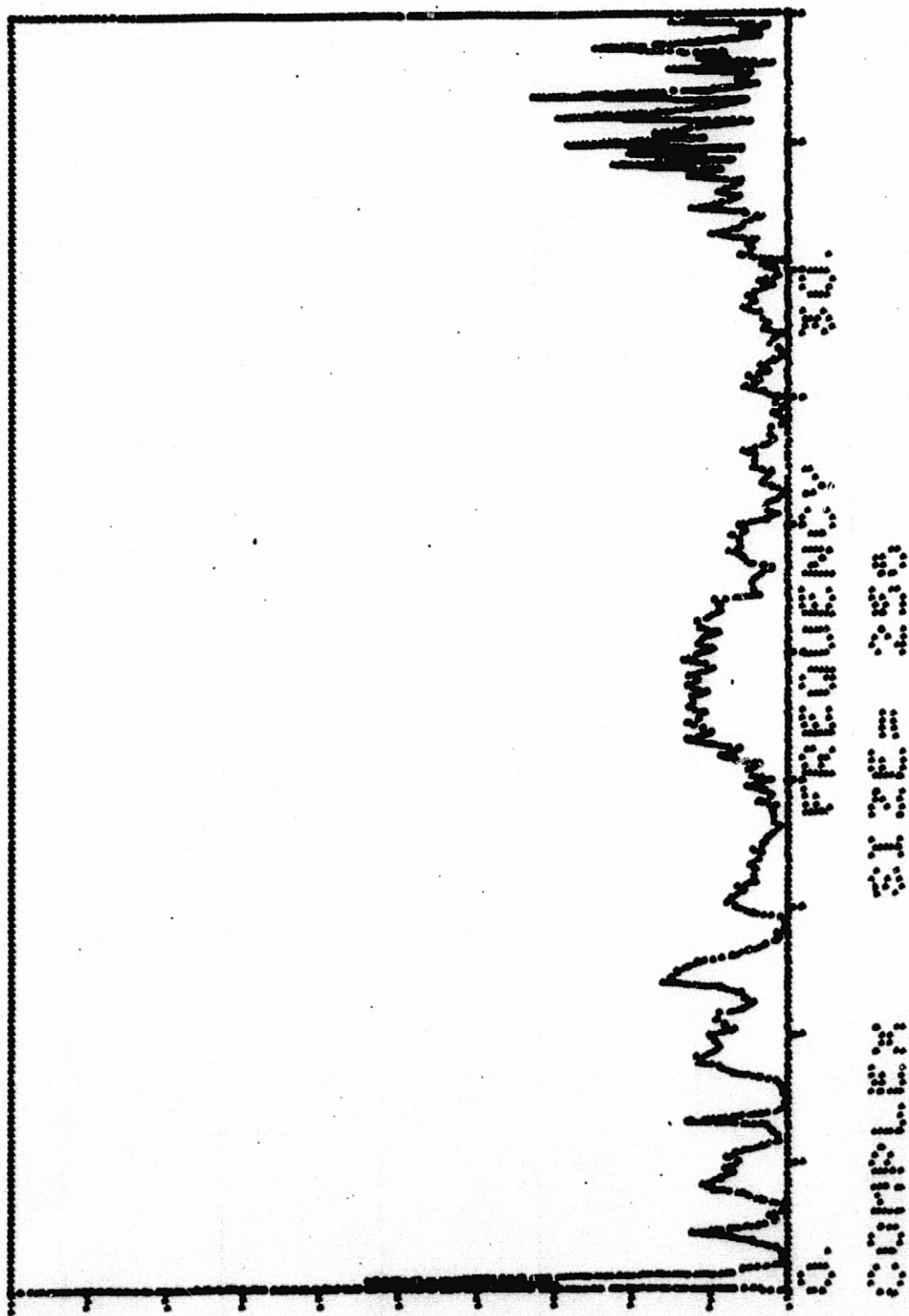
DL14/FL1

DL14/FL1

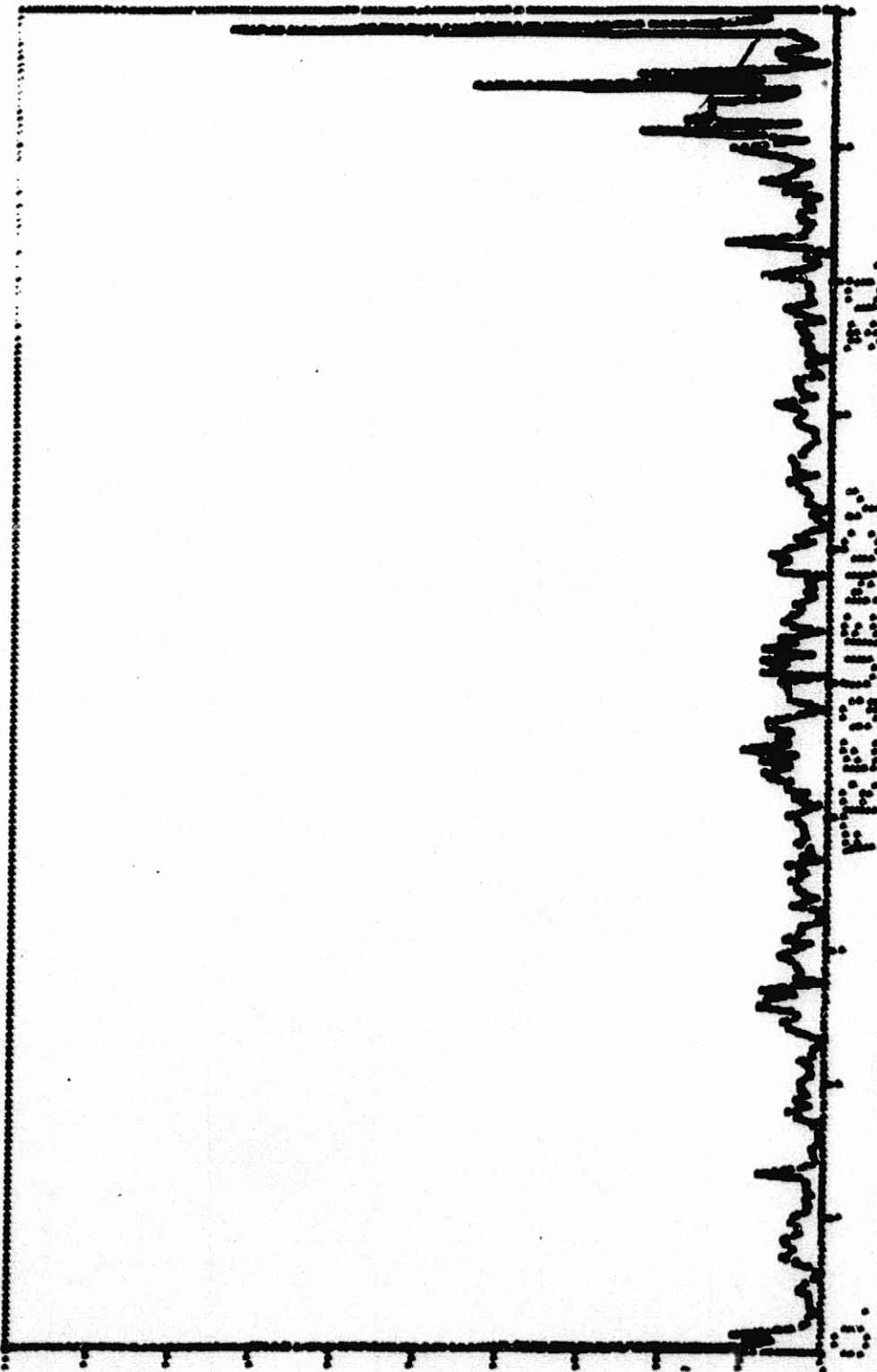
5

HECH

0.







30.

PREPARED BY

DATE 3/3/80

COMPLETION

DL16/FL1

174024

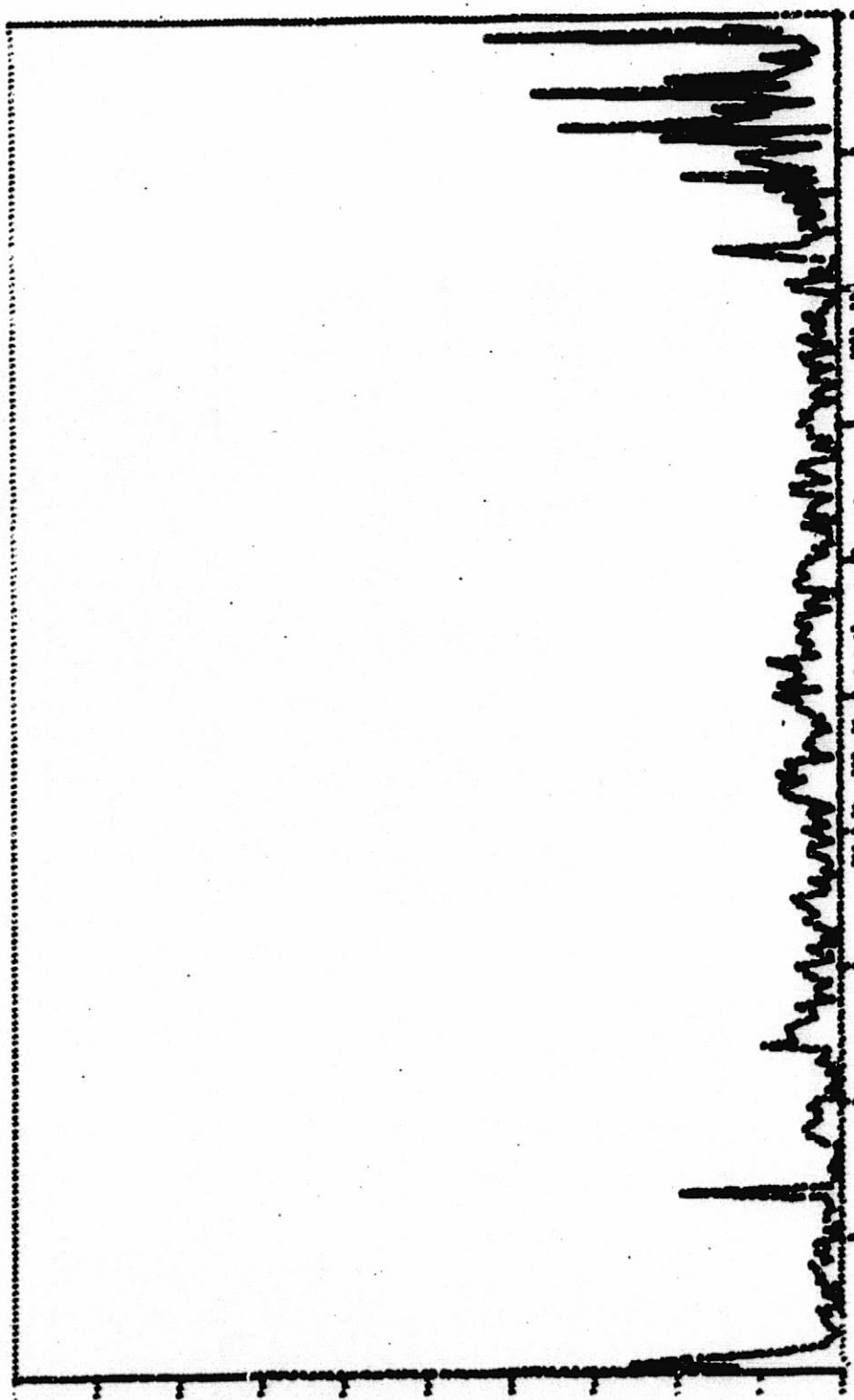
10

2

111001

2

51



COMPLEX FEEDBACK

DL17/FL1

DL17/FL1

VOLUME III

RUN 18 TEST DATA

Y-AXIS, 6370 POUND/ACTUATOR TEST LEVEL,  
ACTUATORS IN PHASE

1 HEADING: TRAIN TRACK TRANSFER 6370 LB TEST 3/19/75

SWEEP PARAMETERS:

2 MODE 1=LOG, 0=LIN: 1.  
 3 TYPE 1=UNI-DIRECTIONAL, 0=BI-DIRECTIONAL: 1.  
 4 START, END FREQ, HZ: .5 50.  
 FREQ RANGE -- OCTAVES, DECADES: 6.644 2.  
 5 SPECIFICATION 1=RATE, 0=DURATION: 1.  
 6 UNITS 1=OCT/MIN, 0=DEC/MIN: 1.  
 7 RATE, OCT/MIN: 2.  
 SWEEP DURATION -- MIN, SEC: 3. 19.

TEST LENGTH:

8 SPECIFICATION 1=TIME, 0=SWEEP CYCLES: 1.  
 9 CYCLES: 4.  
 TEST TIME -- HRS, MIN, SEC: 0. 3. 19.

START-UP AND SHUT-DOWN:

10 START-UP TIME, SEC: 120.  
 11 SHUT-DOWN TIME, SEC: .5

VIBRATION LIMITS (P-P):

12 DISPLACEMENT, IN: 5000.  
 13 VELOCITY, IN/SEC: 9999.  
 14 ACCELERATION, G: 450.

REFERENCE CONTROL SPECTRUM:

15 TYPE, VALUE, FREQ, ABORT LIMIT:	2.	40.	0.5	7.
16 TYPE, VALUE, FREQ, ABORT LIMIT:	3.	60.	1.3	6.
17 TYPE, VALUE, FREQ, ABORT LIMIT:	2.	60.	50.	4.
18 TEST LEVEL (DB BELOW REF):	3.			

ACCELERATION SIGNALS:

19 NR OF SIGNALS: 2.  
 CHANNEL NRS: 1. 2.  
 20 1=PEAK, 0=RMS: 0.  
 21 SENSITIVITY, MV/G: 20.  
 22 STRATEGY 1=MAX, 0=AVG: 1.

LIMIT SIGNALS:

23 NR OF SIGNALS: 0.

ABORT LINES:

24 NR OF LINES: 0.

ALARM LINES:

25 NR OF LINES: 2.  
 26 1=DUAL-CHANNEL A/D, 0=ACE: 1.  
 27 COMPRESSION SPEED 2=HIGH, 1=NORMAL, 0=LOW: 1.



## POST-TEST DOCUMENTATION

TRAIN TRACK TRANS 6370 1b IN PHASE RUN 18 3/19/75

COMPLETION STATUS: ABORTED DURING SWEEP 1 AT 32.14 HZ.  
MAXIMUM DRIVE LIMIT.

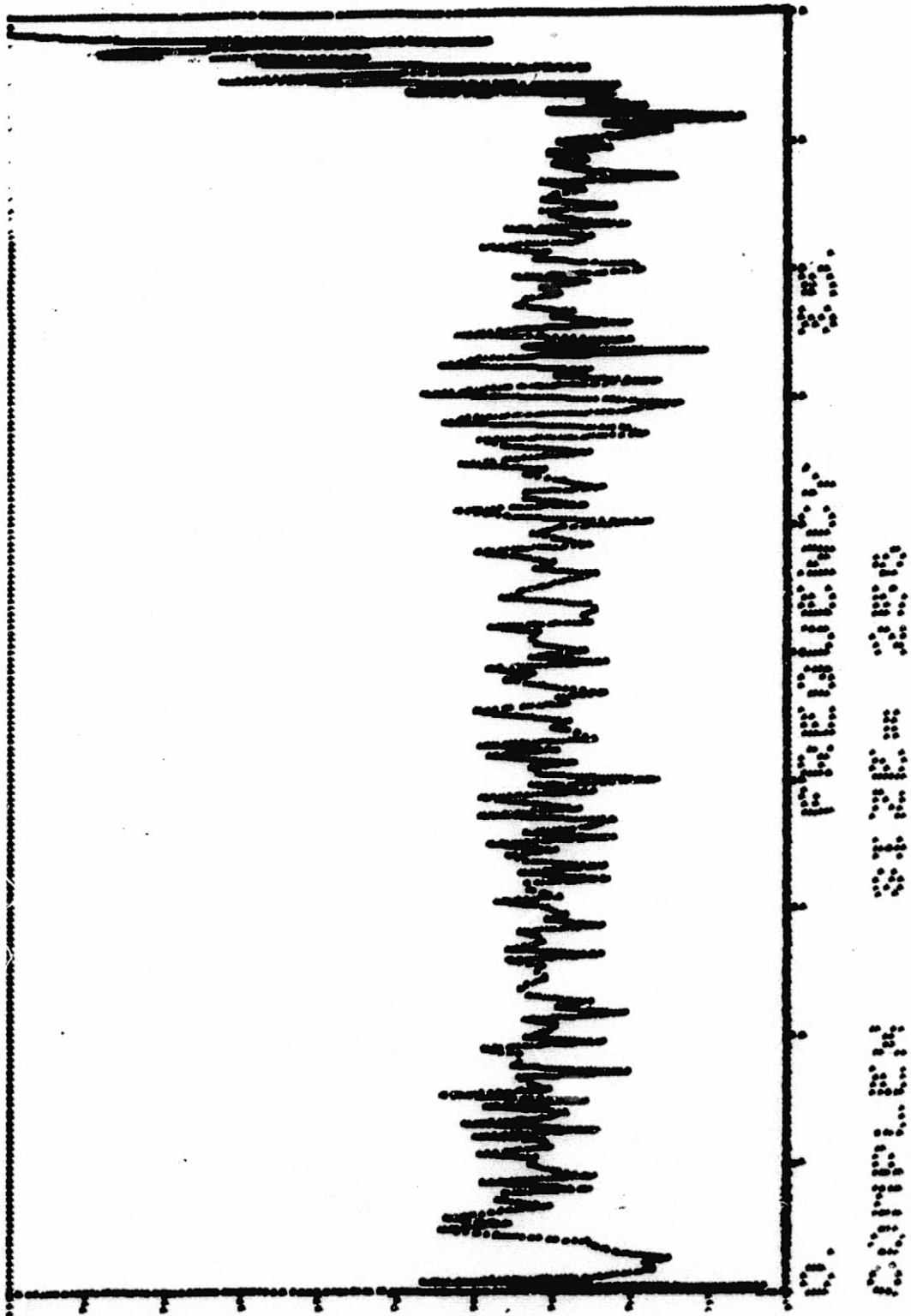
TEST DURATION -- HRS, MIN, SEC: 0 3 0

MAX ABS CONTROL ERROR: 3.279 DB AT 24.74 HZ.  
AVG ABS CONTROL ERROR: .6016 DB.CONTROL  
CHANNEL

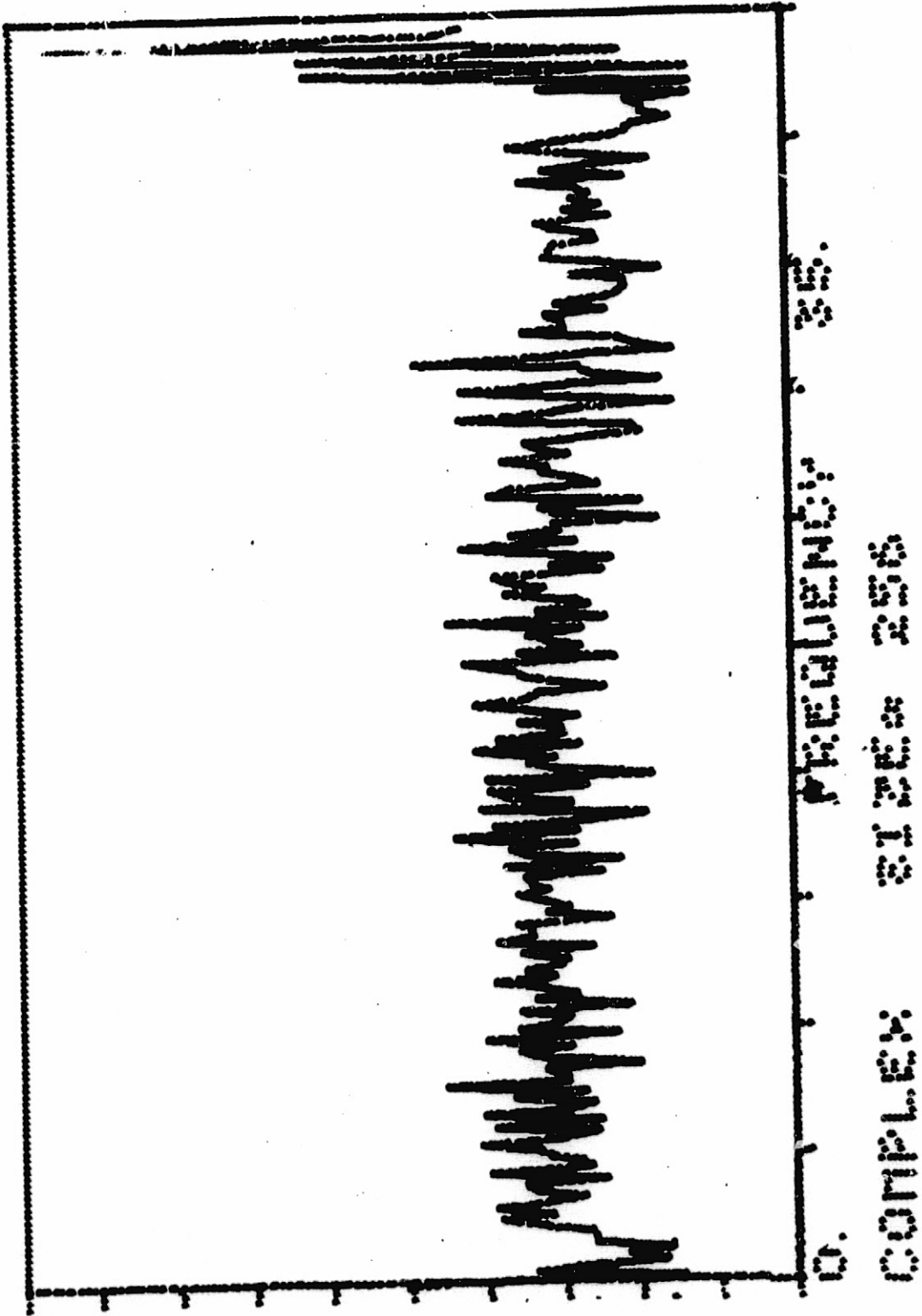
FREQ RANGE (HZ)

## SWEEP 1

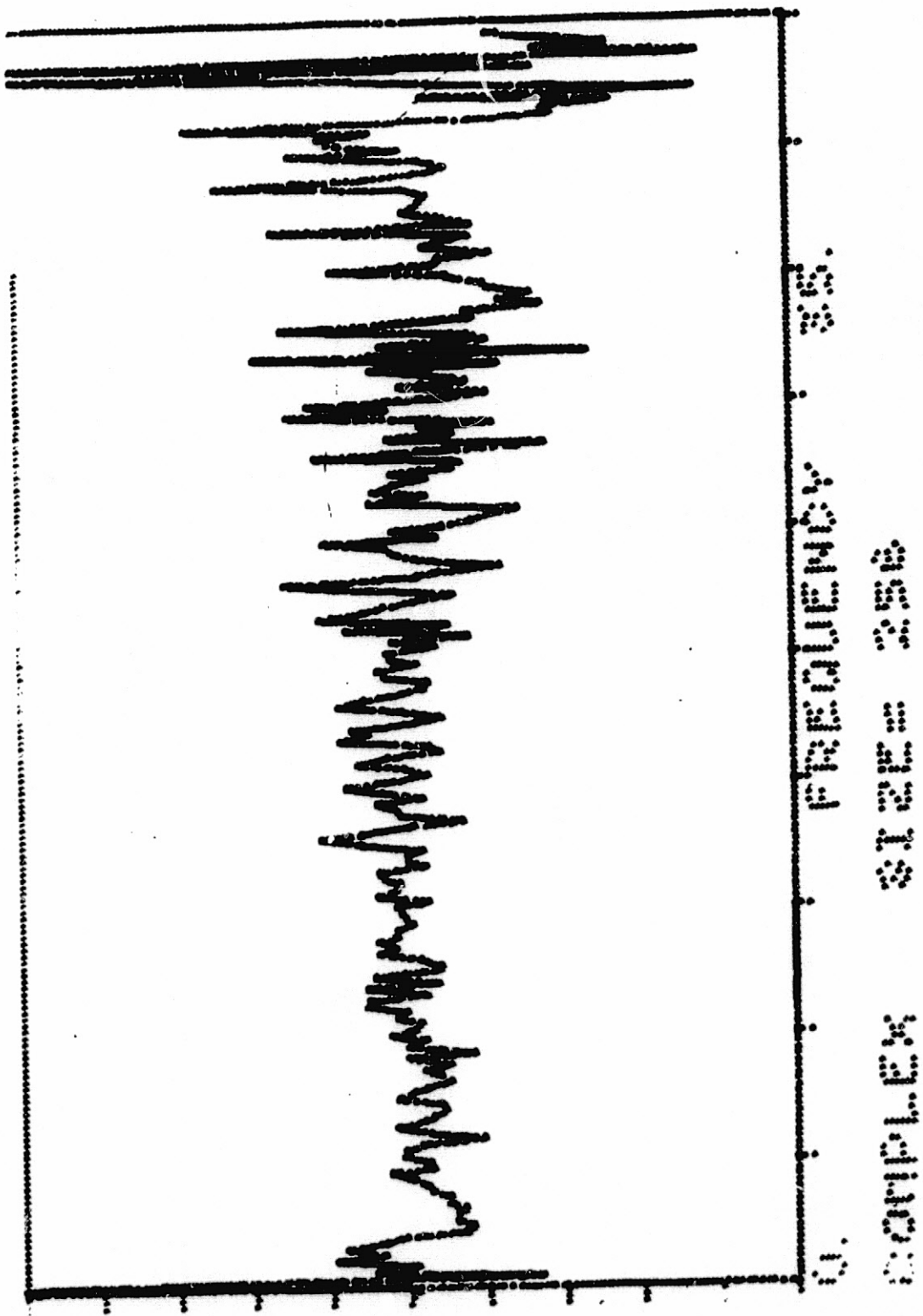
1	.5	--	.5
2	.5	--	1.468
1	1.468	--	7.909
2	7.909	--	20.87
1	20.87	--	21.54
2	21.54	--	21.74
1	21.74	--	21.84
2	21.84	--	21.96
1	21.96	--	21.98
2	21.98	--	22.49
1	22.49	--	22.53
2	22.53	--	22.83
1	22.83	--	23.15
2	23.15	--	23.47
1	23.47	--	23.84
2	23.84	--	24.13
1	24.13	--	24.53
2	24.53	--	24.83
1	24.83	--	25.34
2	25.34	--	25.76
1	25.76	--	26.37
2	26.37	--	26.71
1	26.71	--	27.67
2	27.67	--	27.92
1	27.92	--	31.78
2	31.78	--	32.14



FL1/DRIVE

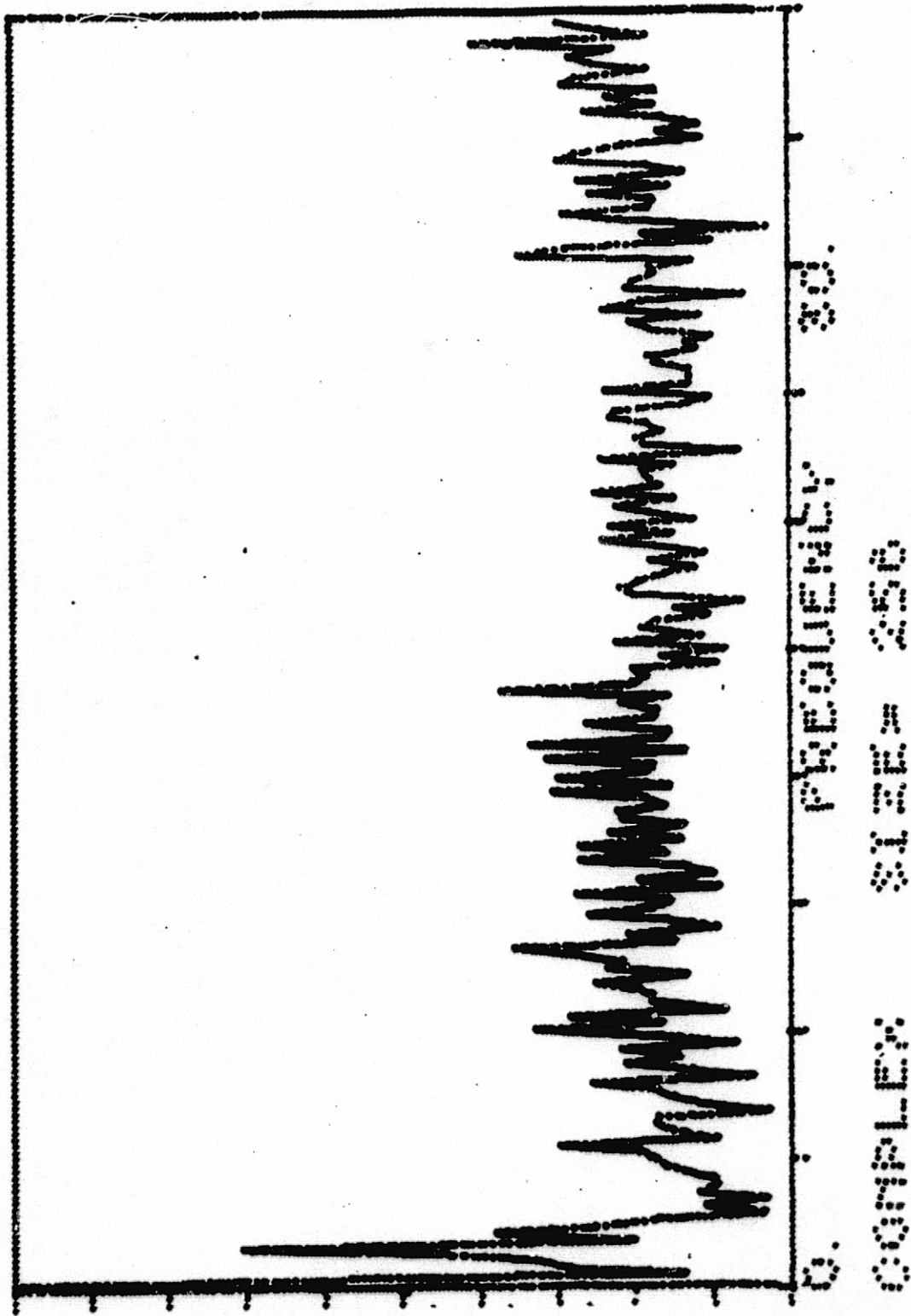


FL2/DRIVE



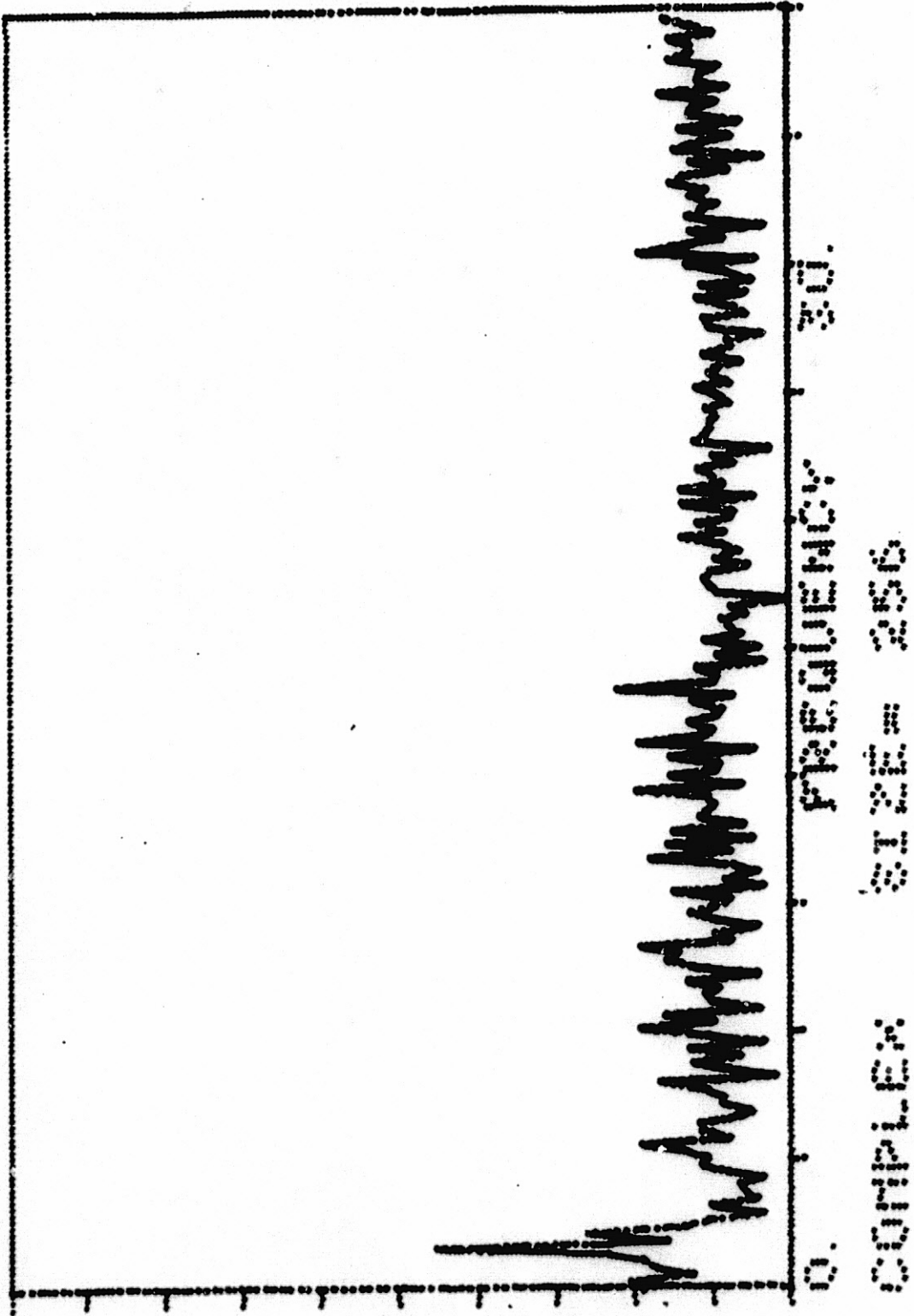
FL2/FL1



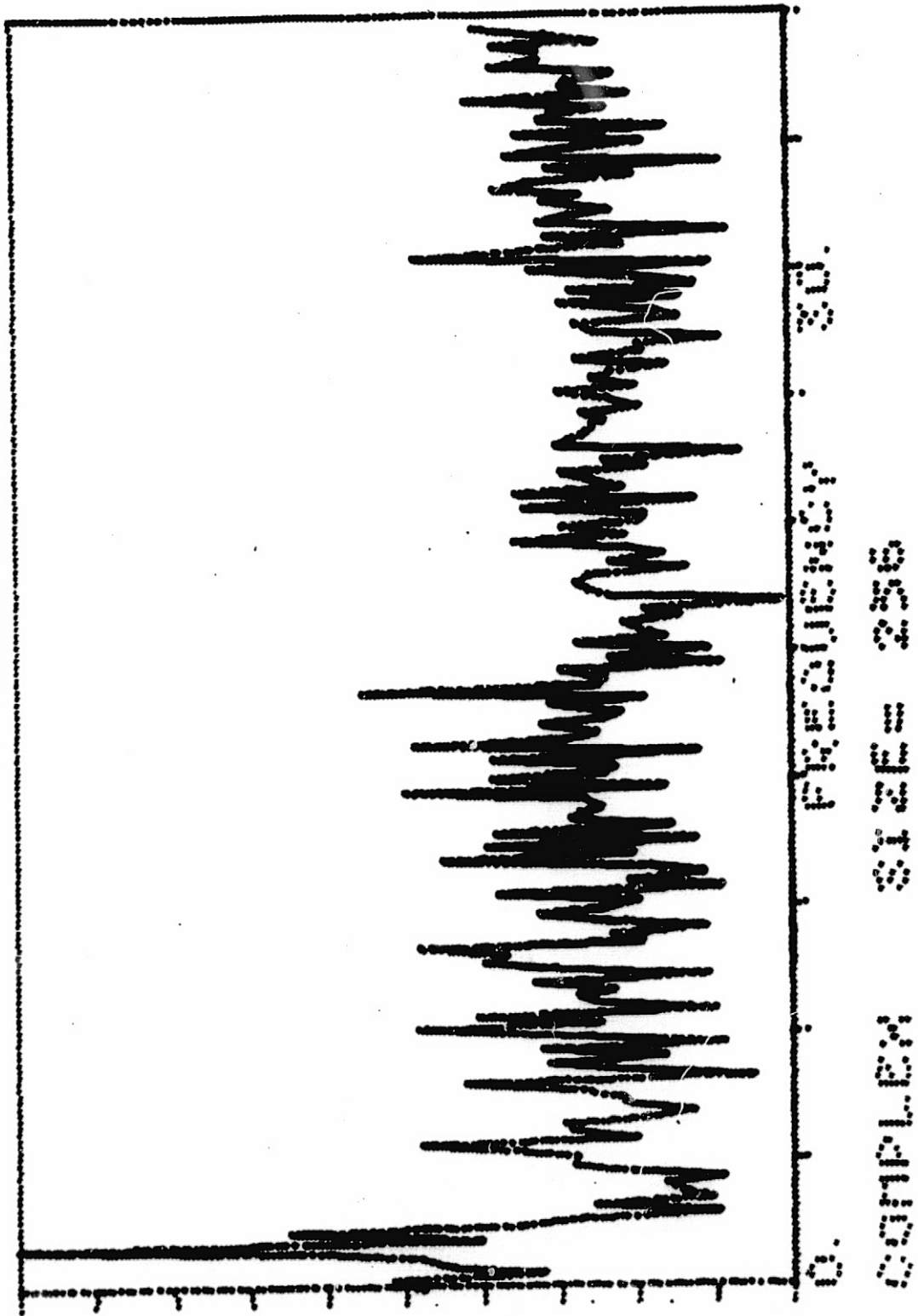


19434

FV2/FL1



FV3/FL1

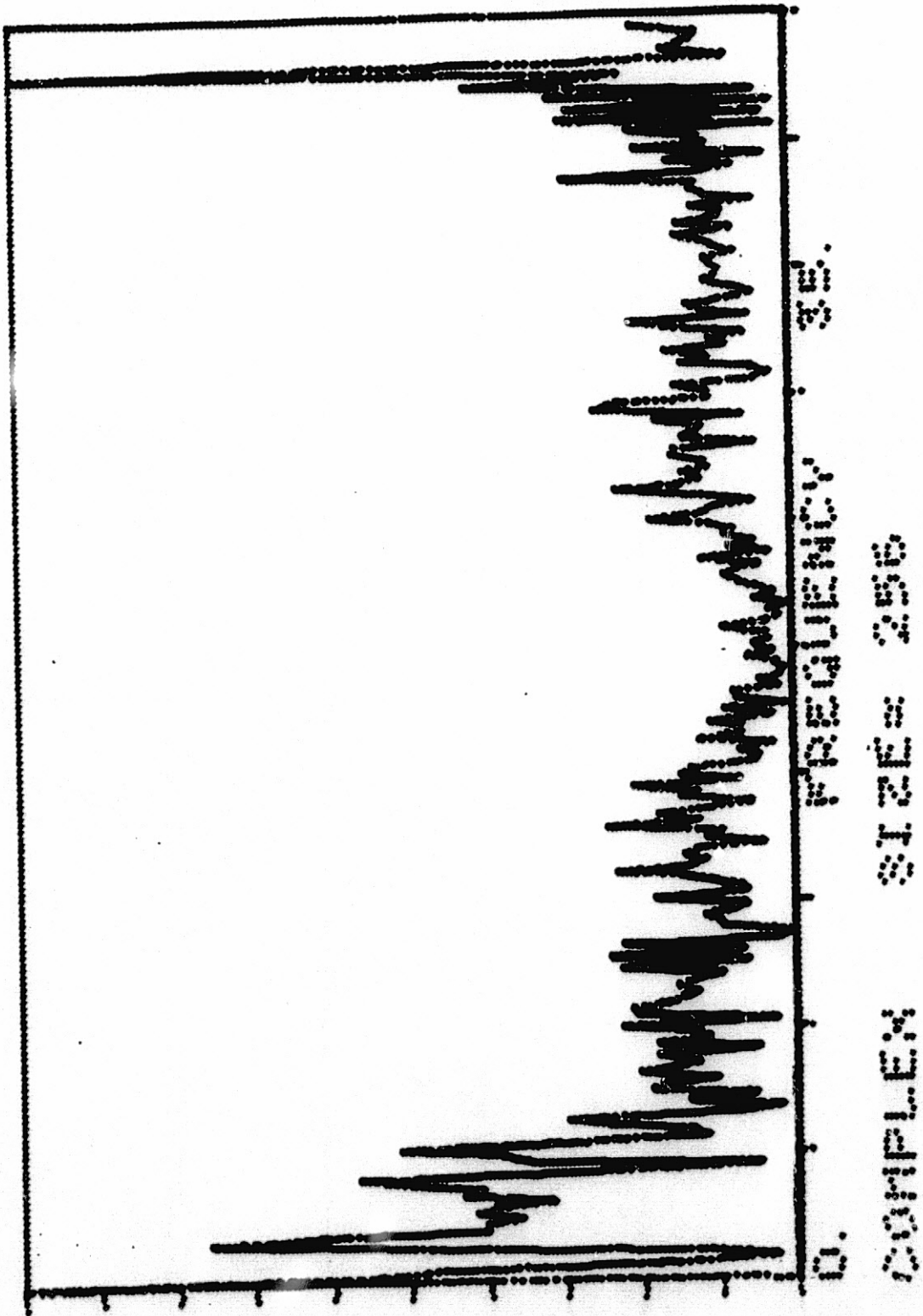


FV3/FL1

2.

high

0.



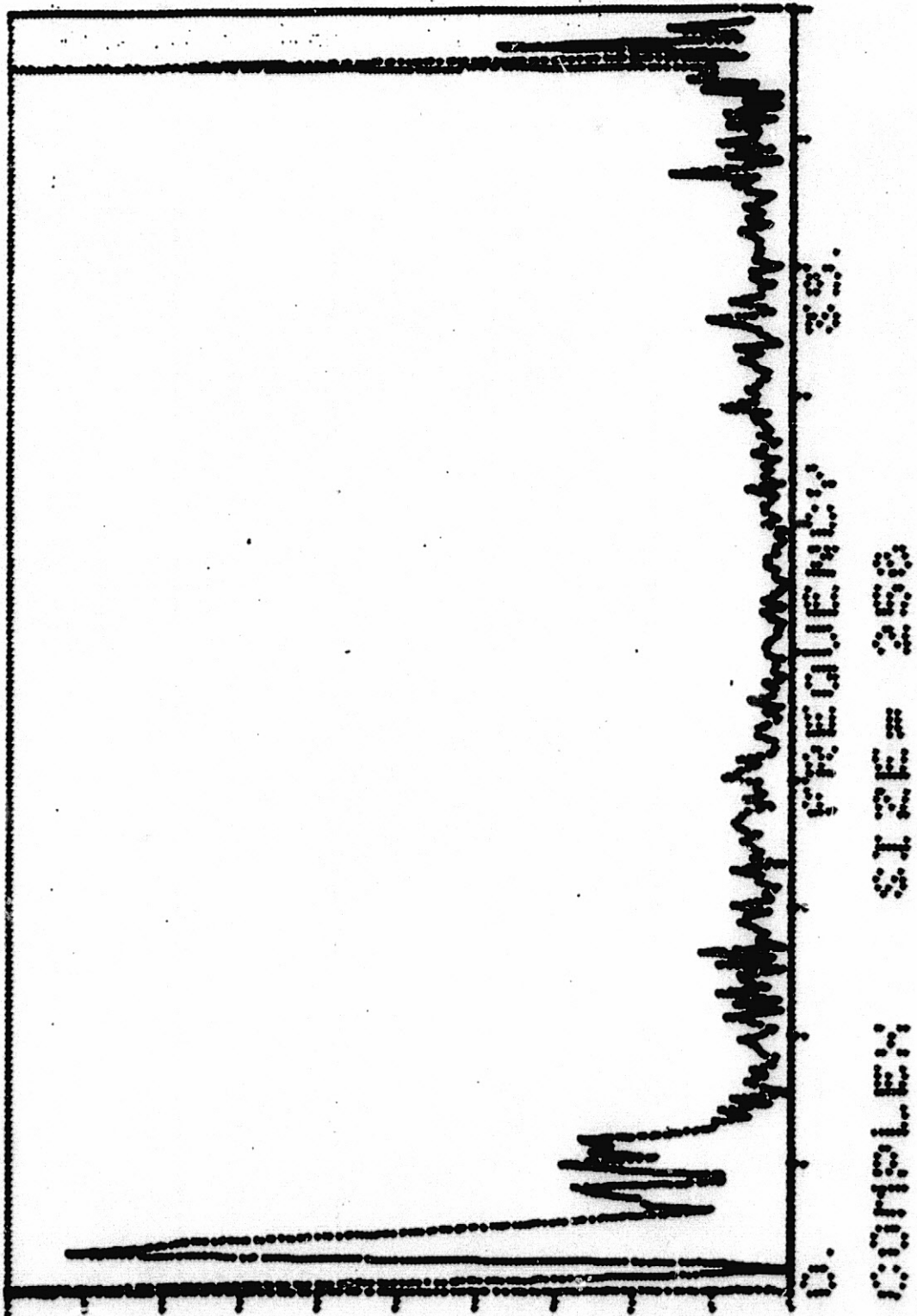
DV1/FL1

P40644

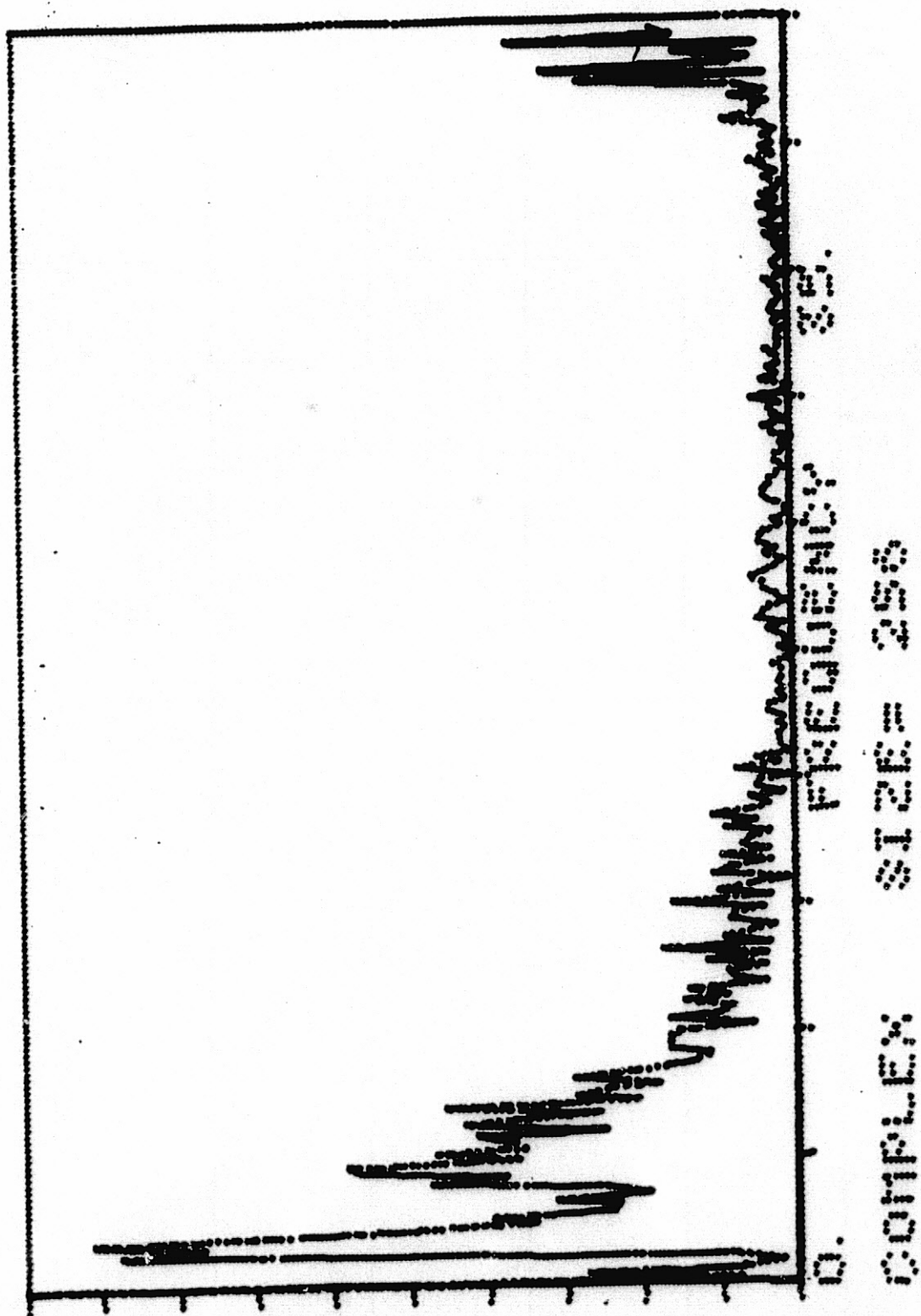
5

a.

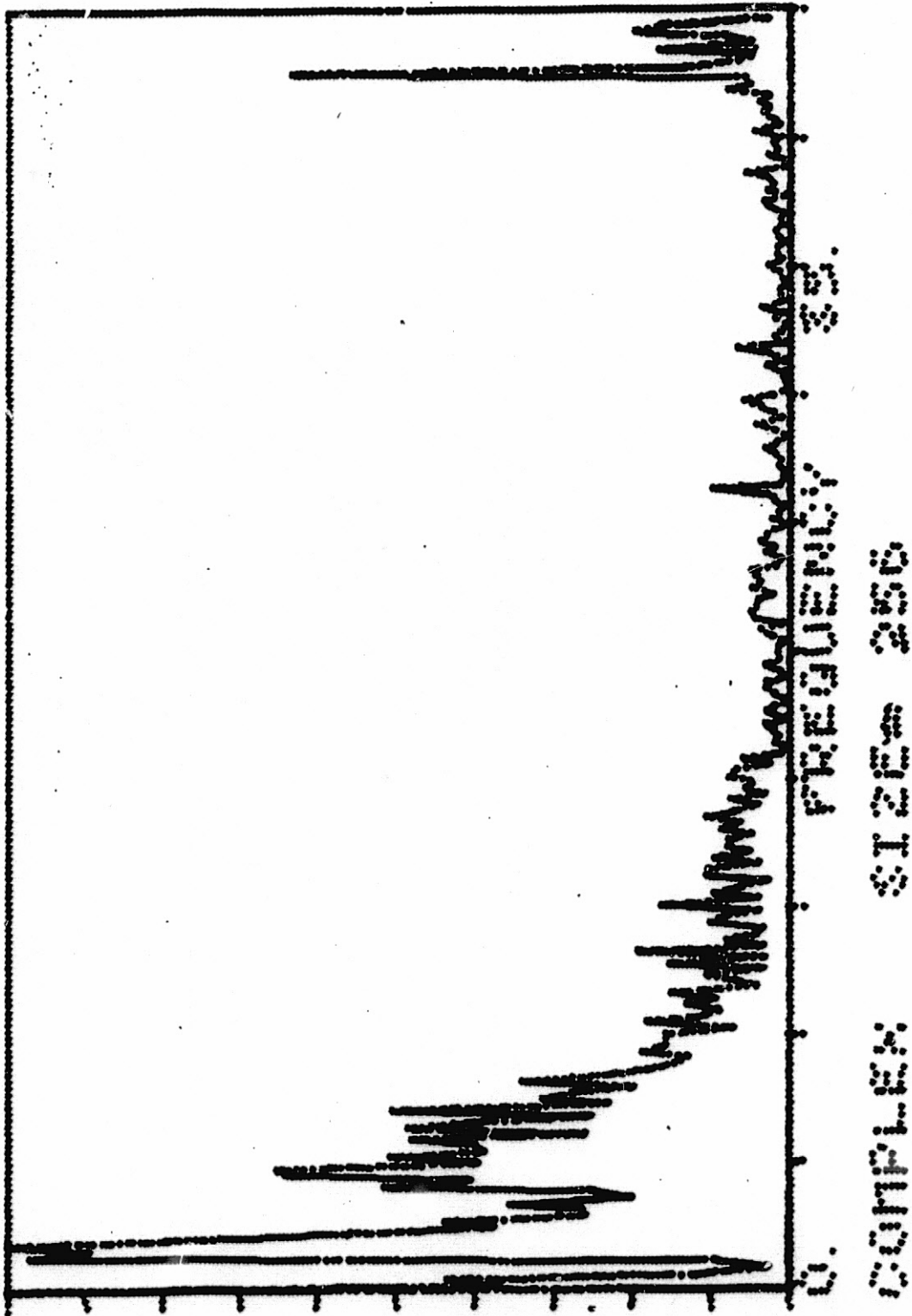




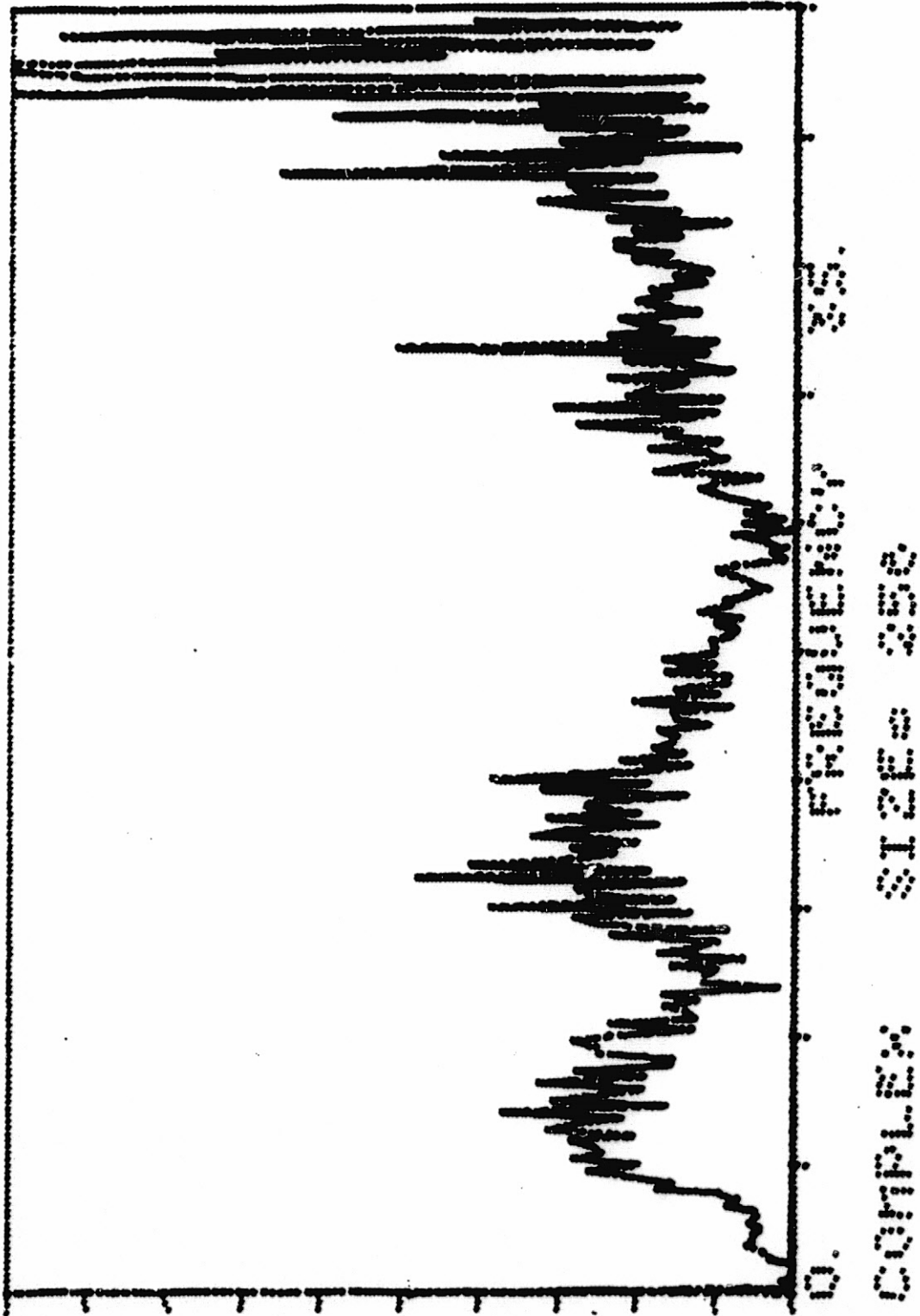
DV2/FL1



DV3/FL1



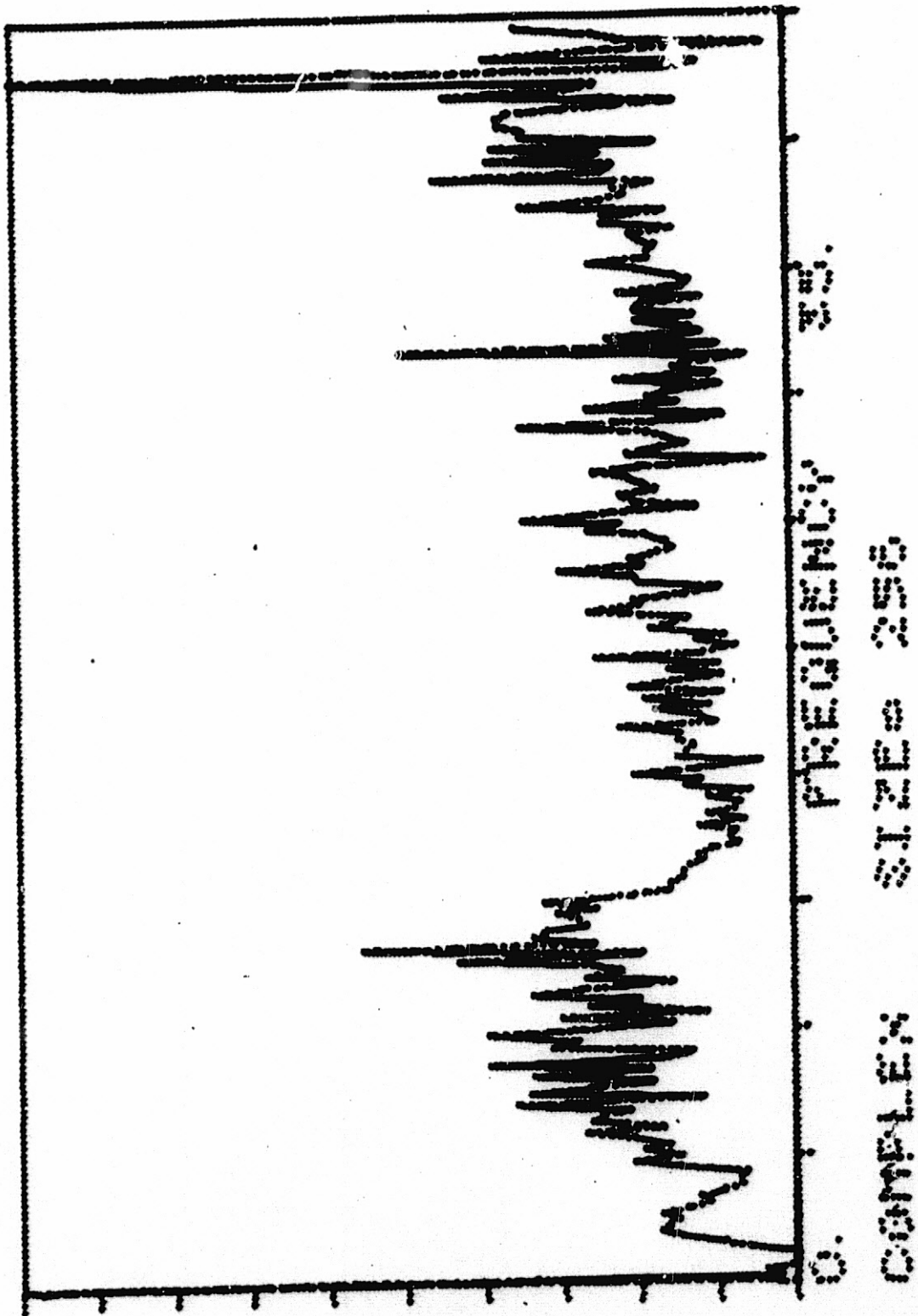
DV4/FL1



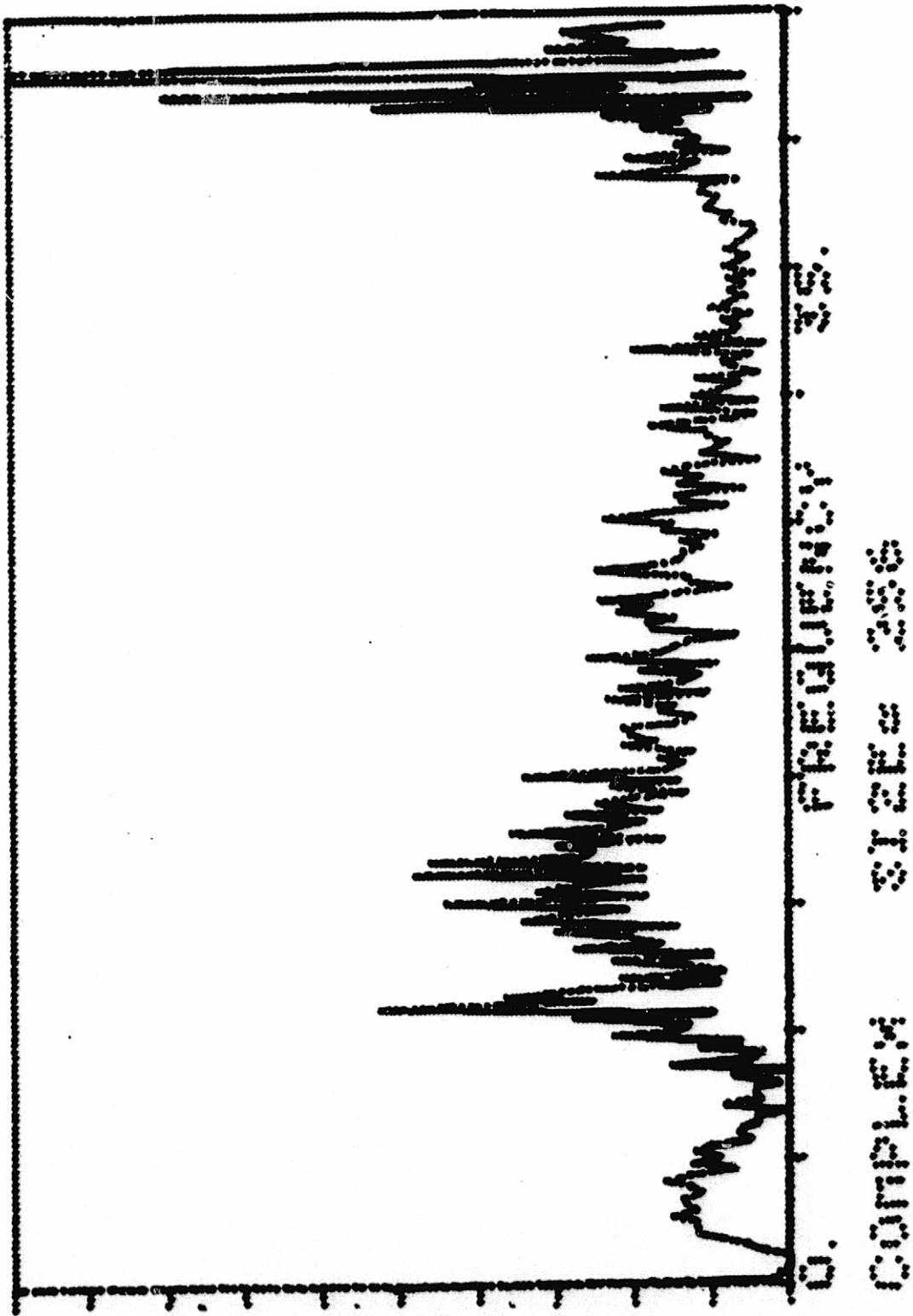
AV1/FL1

1982

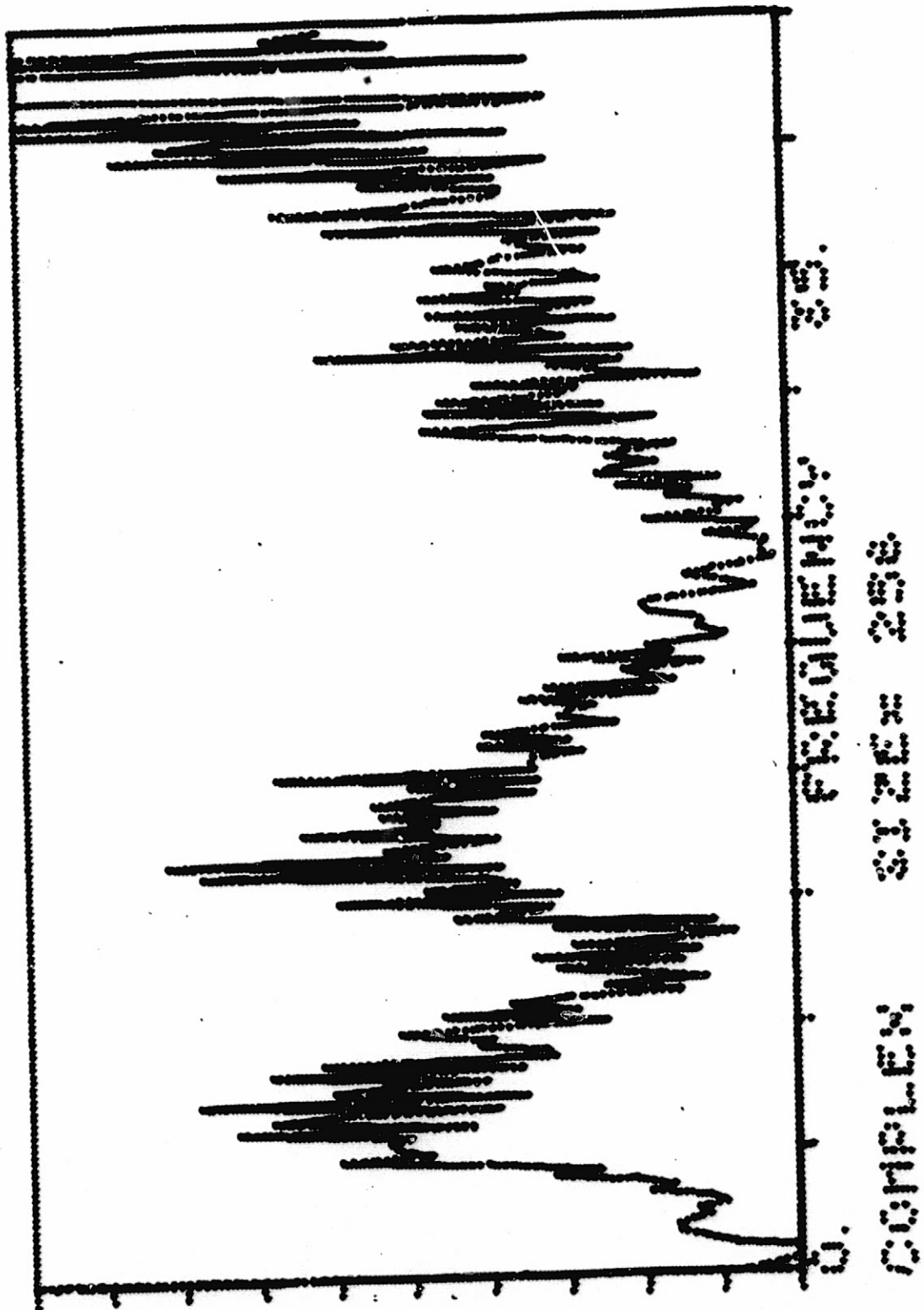




AV2/EL1



AV3/FL1

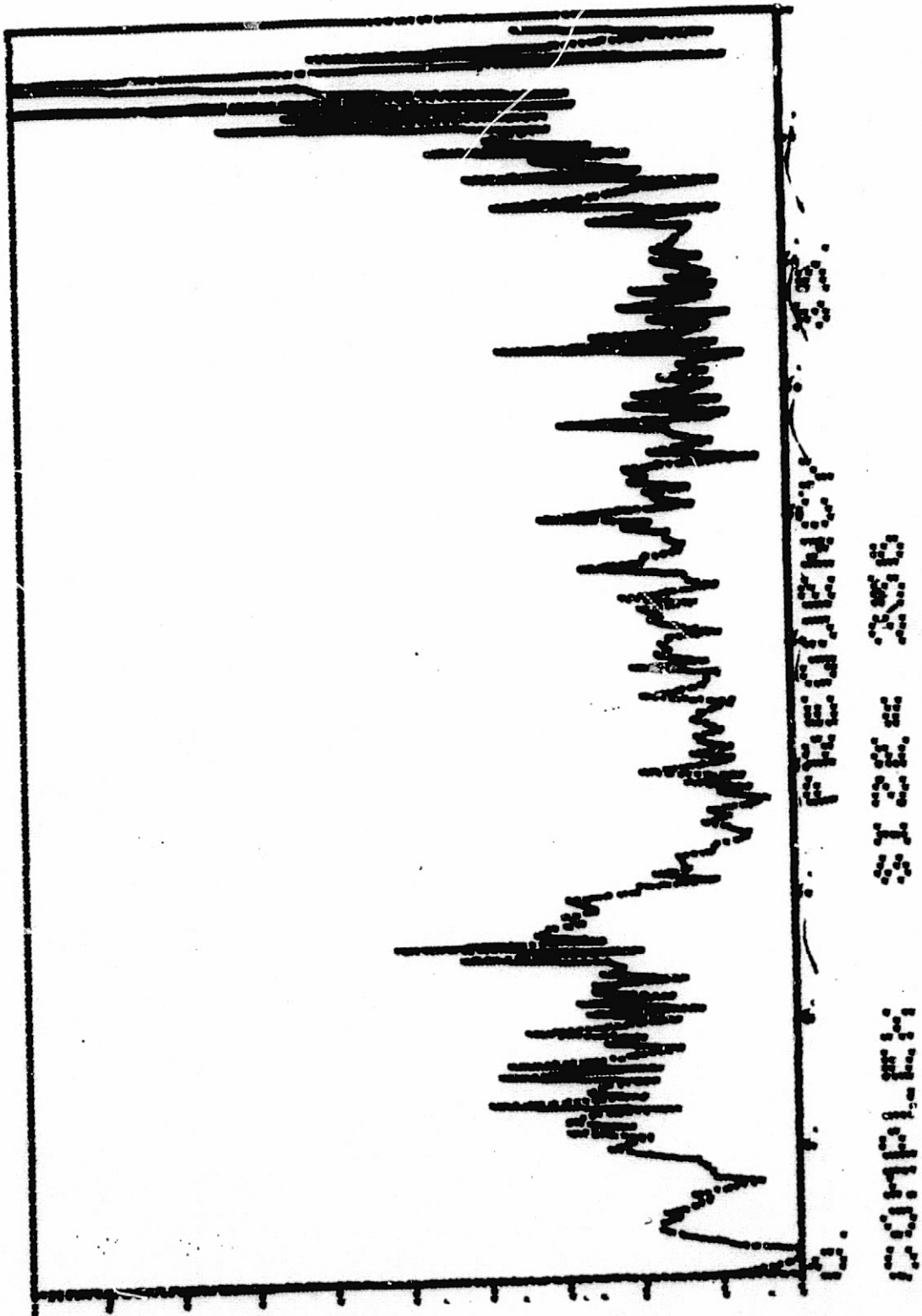


AV4/FL1

1993

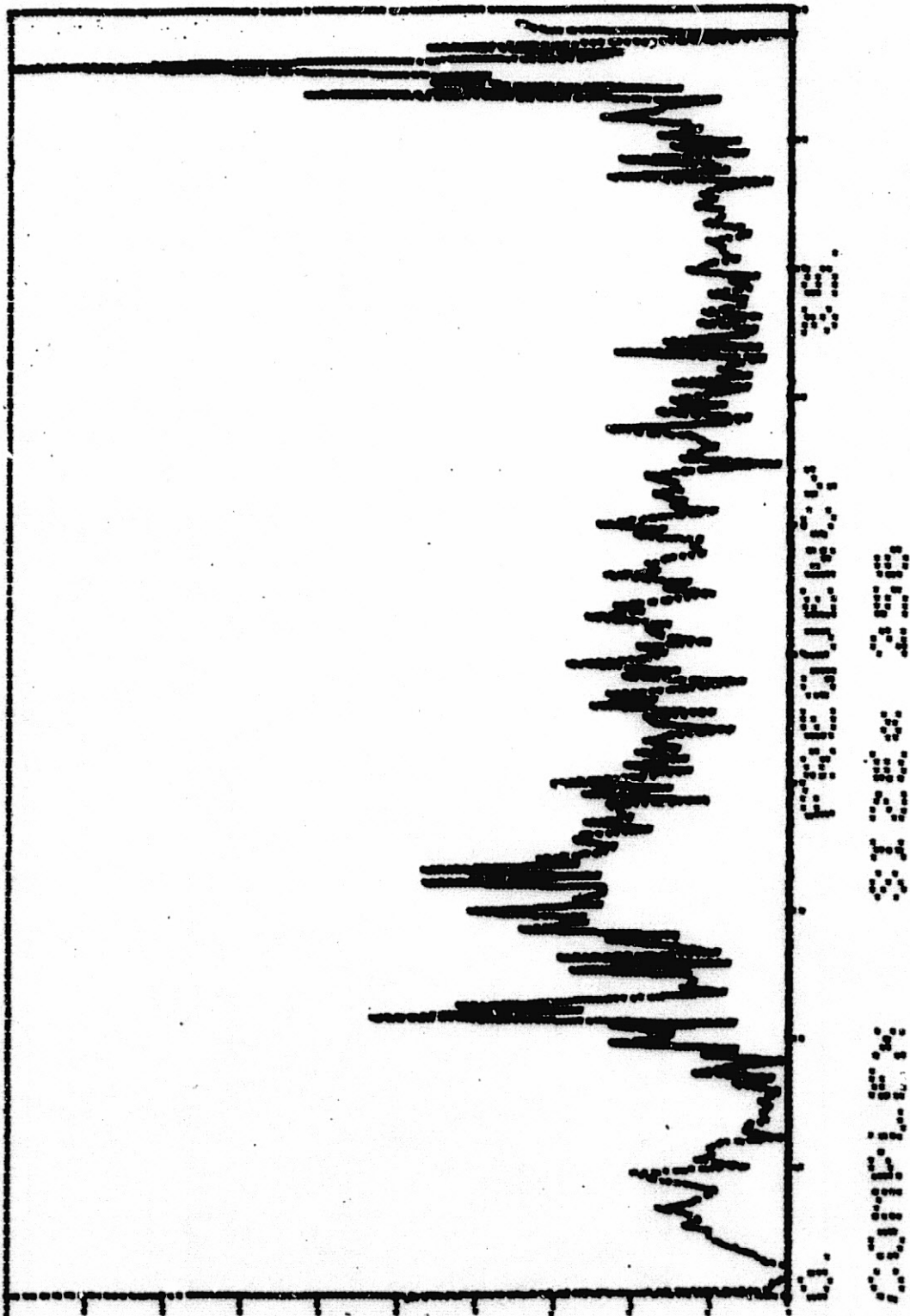
4.

10.

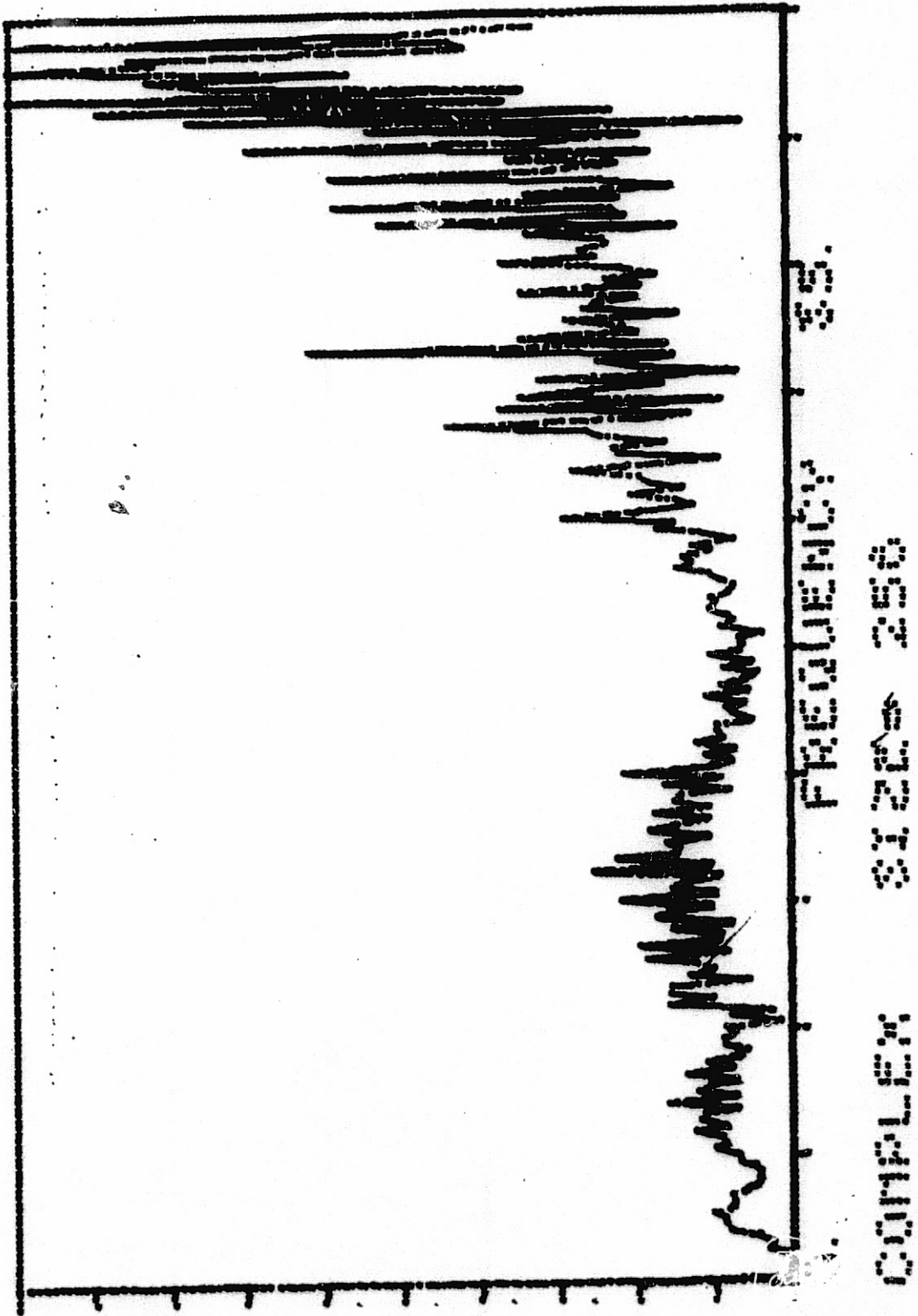


AV5/FL1





AV6/FL1

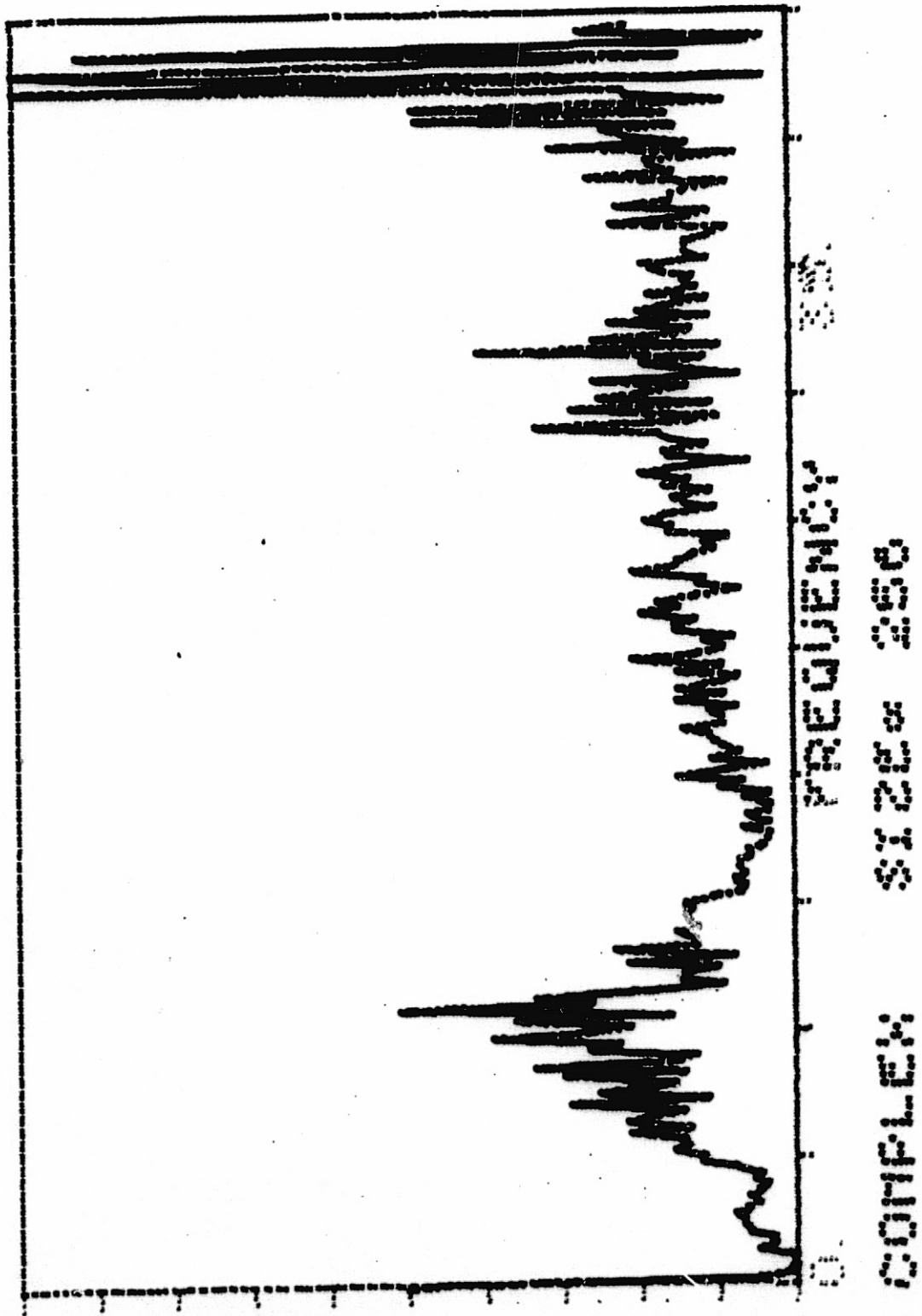


AL1/FL1

13.

149024

13.

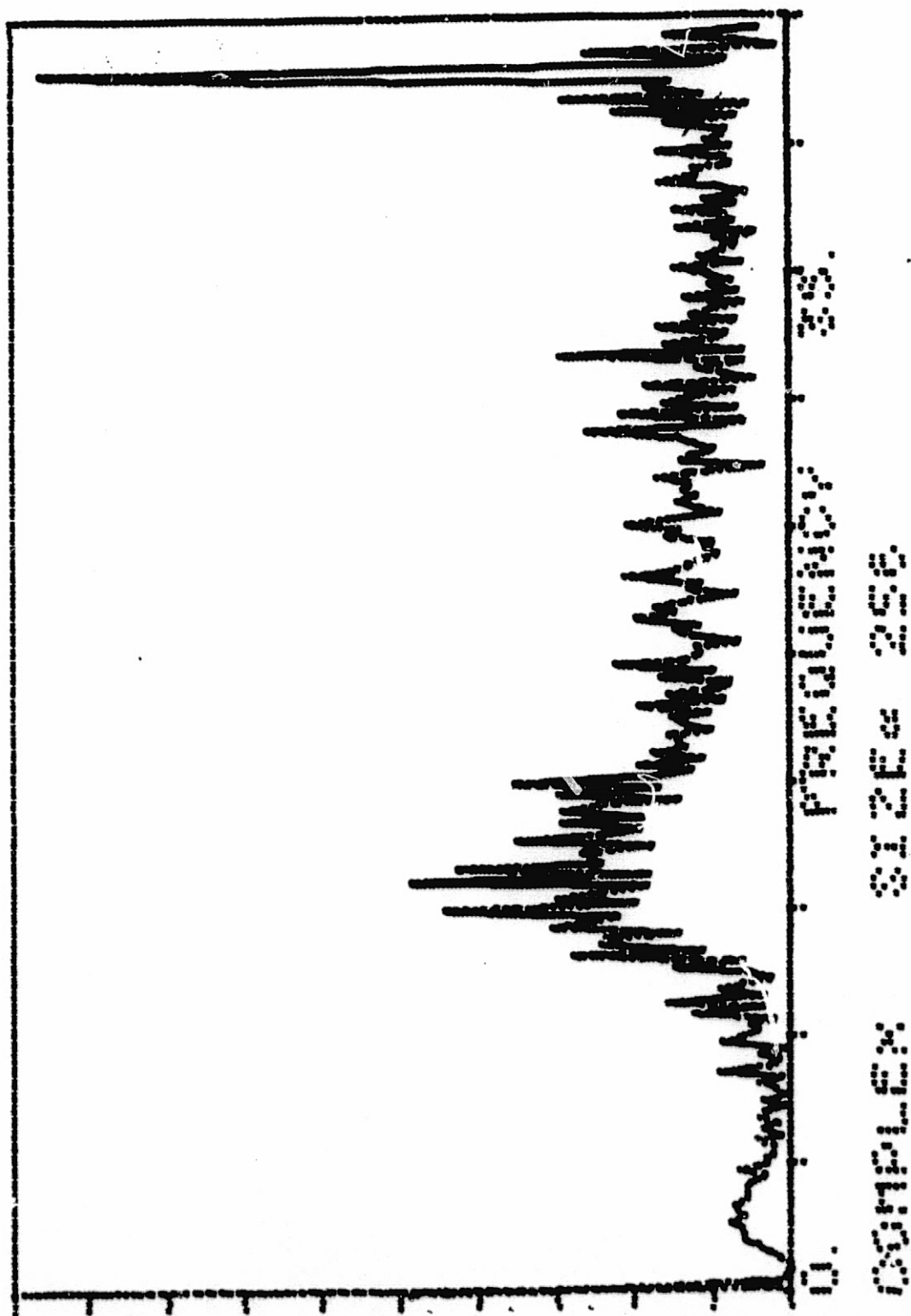


AL2/FL1

2.

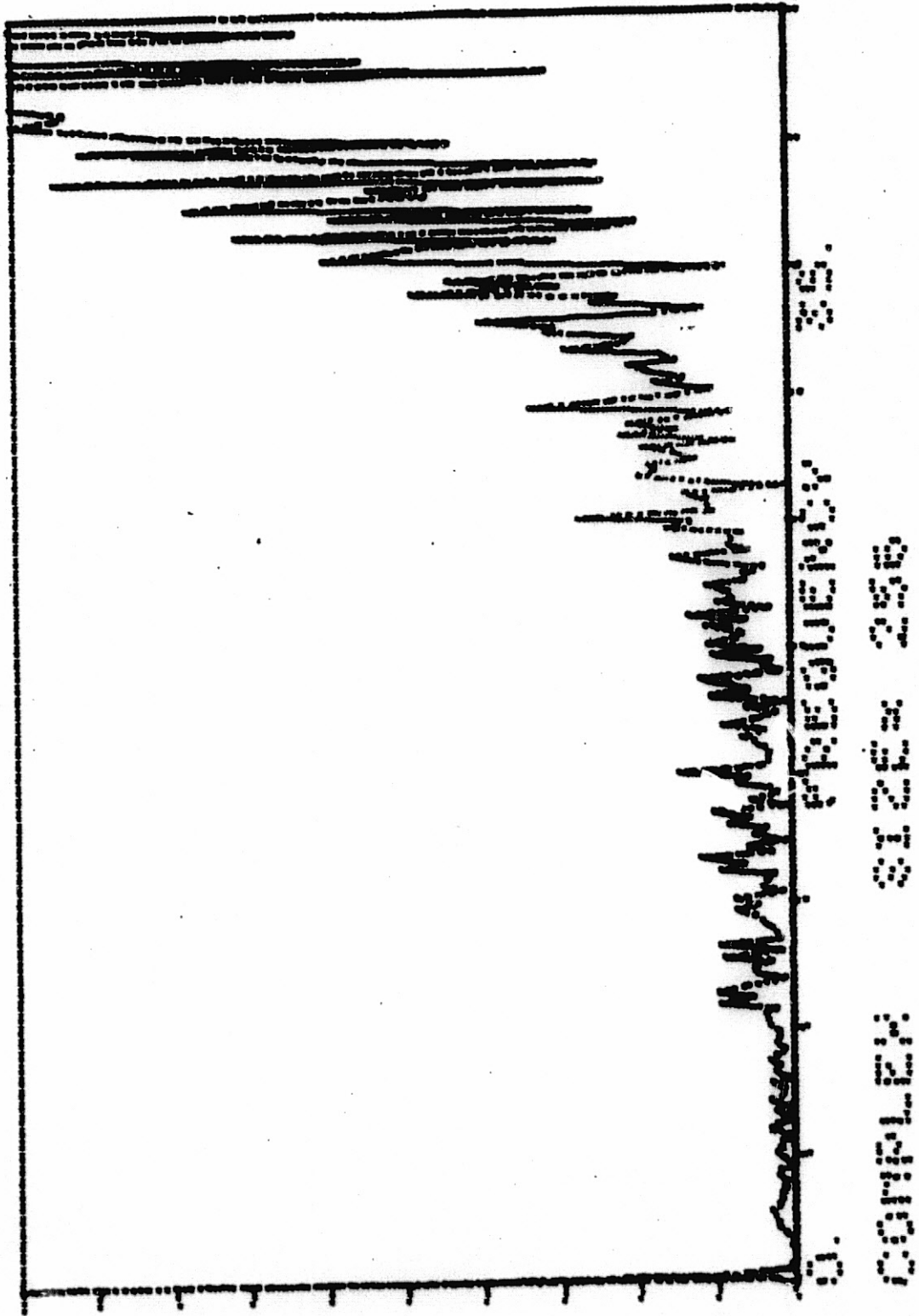
174534

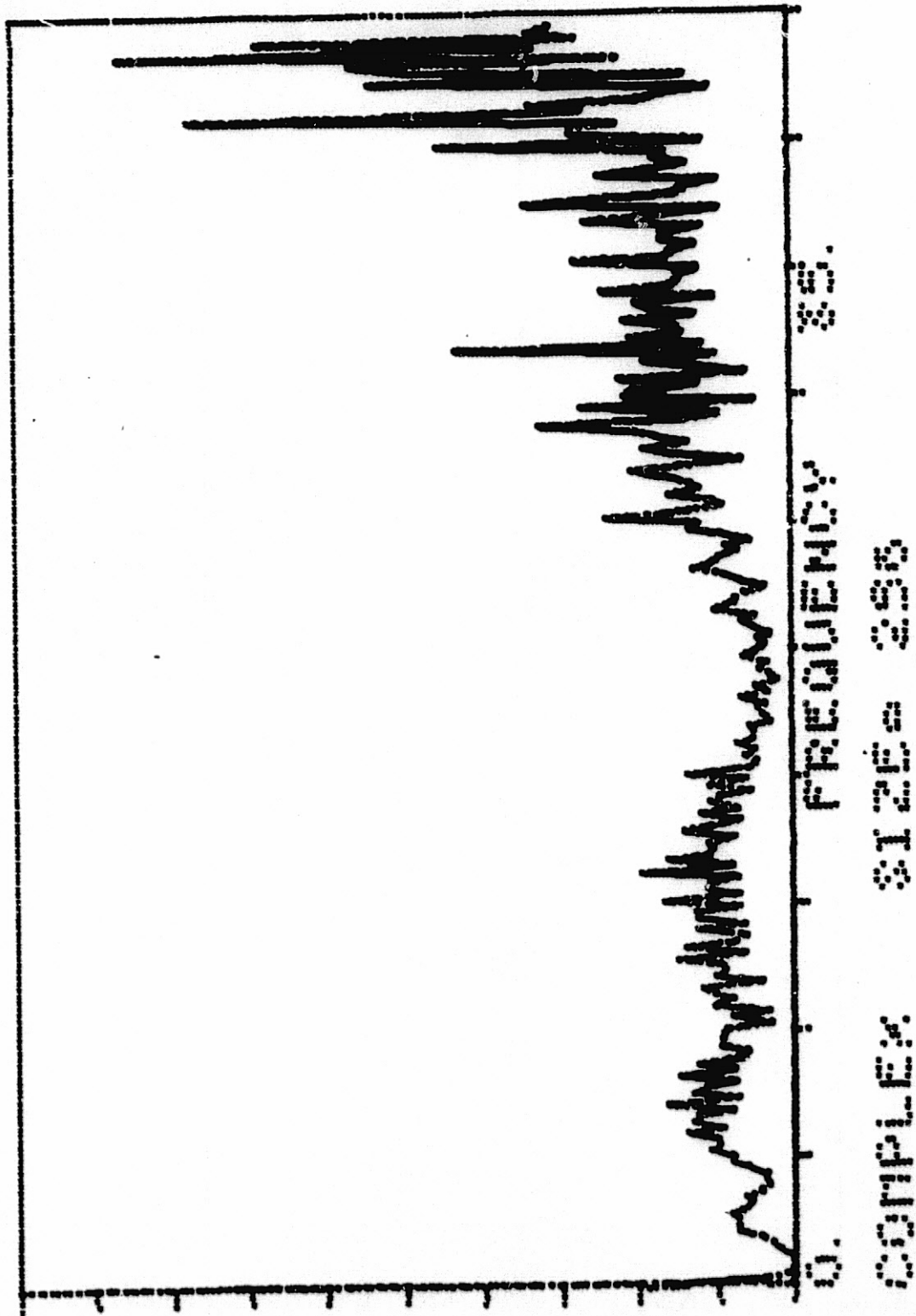
73



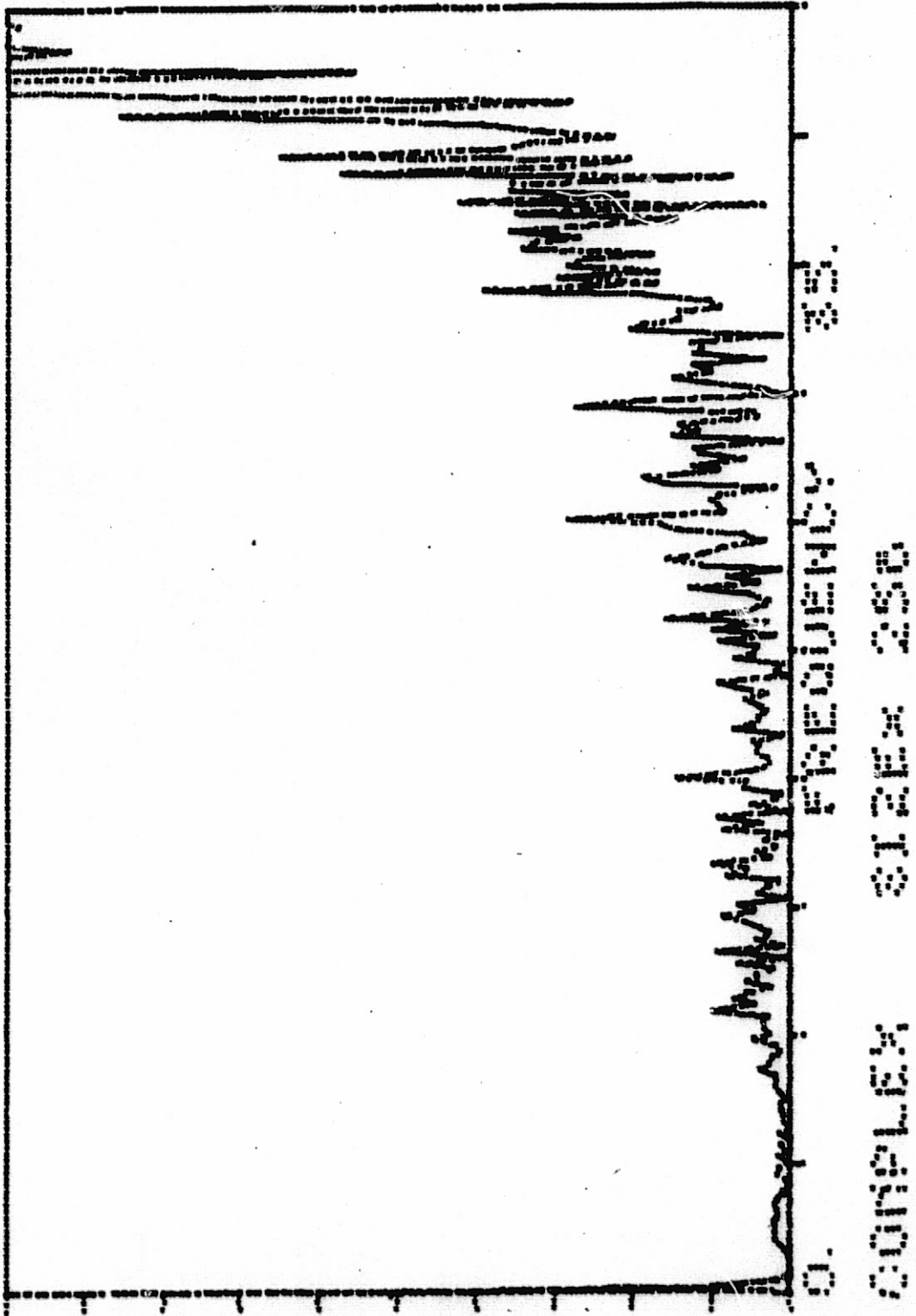
AL3/FL1

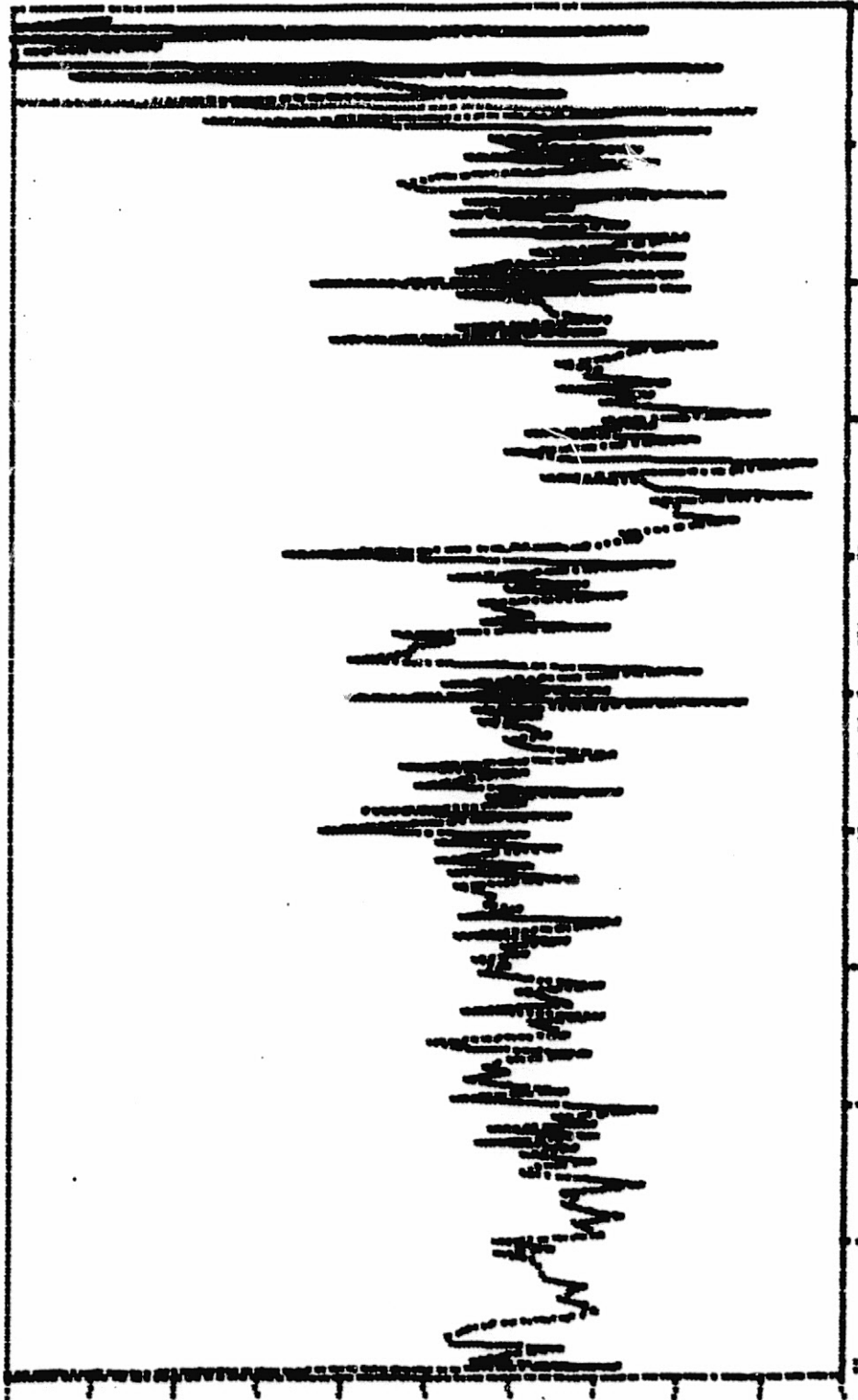






AL7/FL1





B.

PRECEDENCE

01250 288

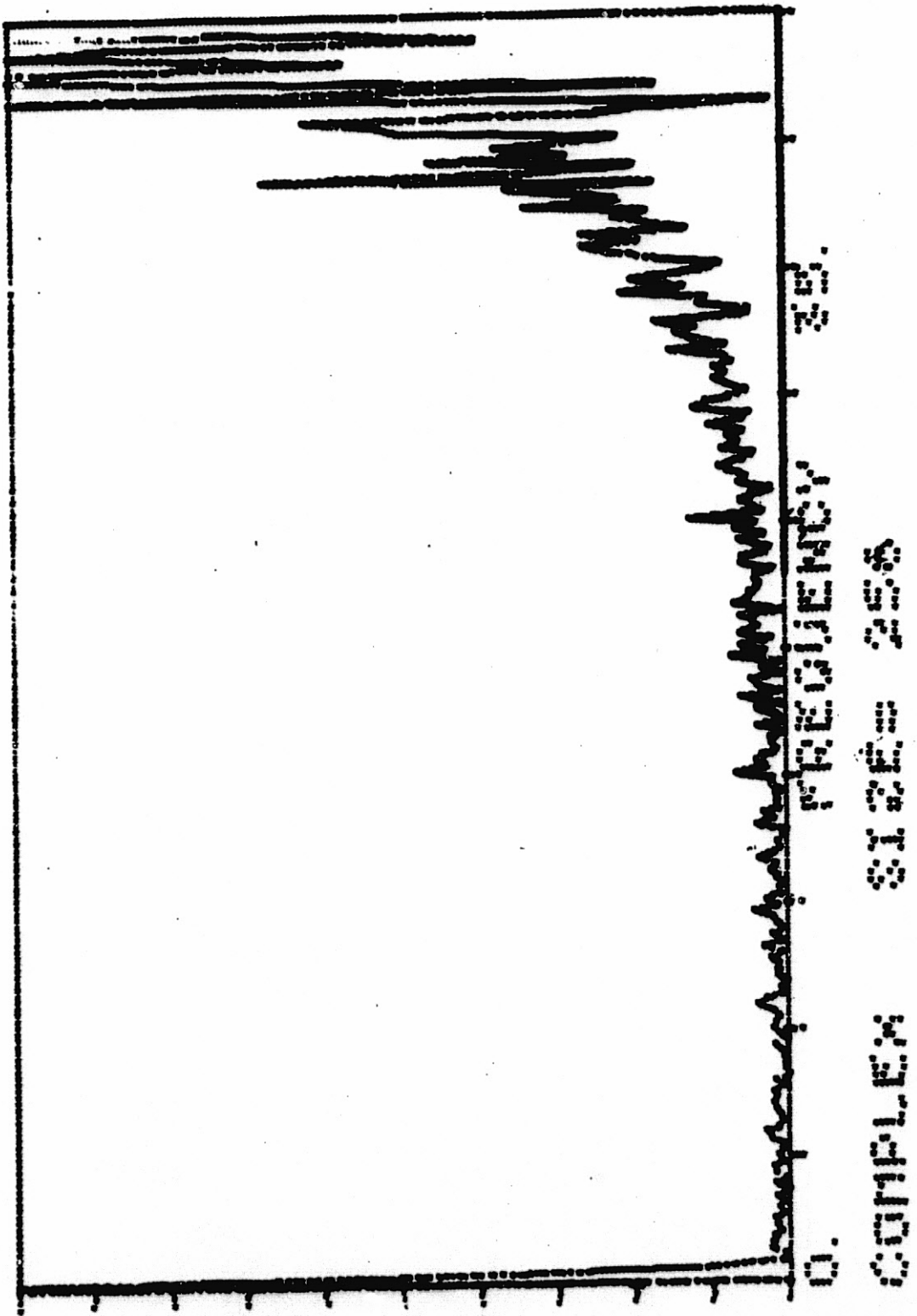
0312100

Δ P/FL1

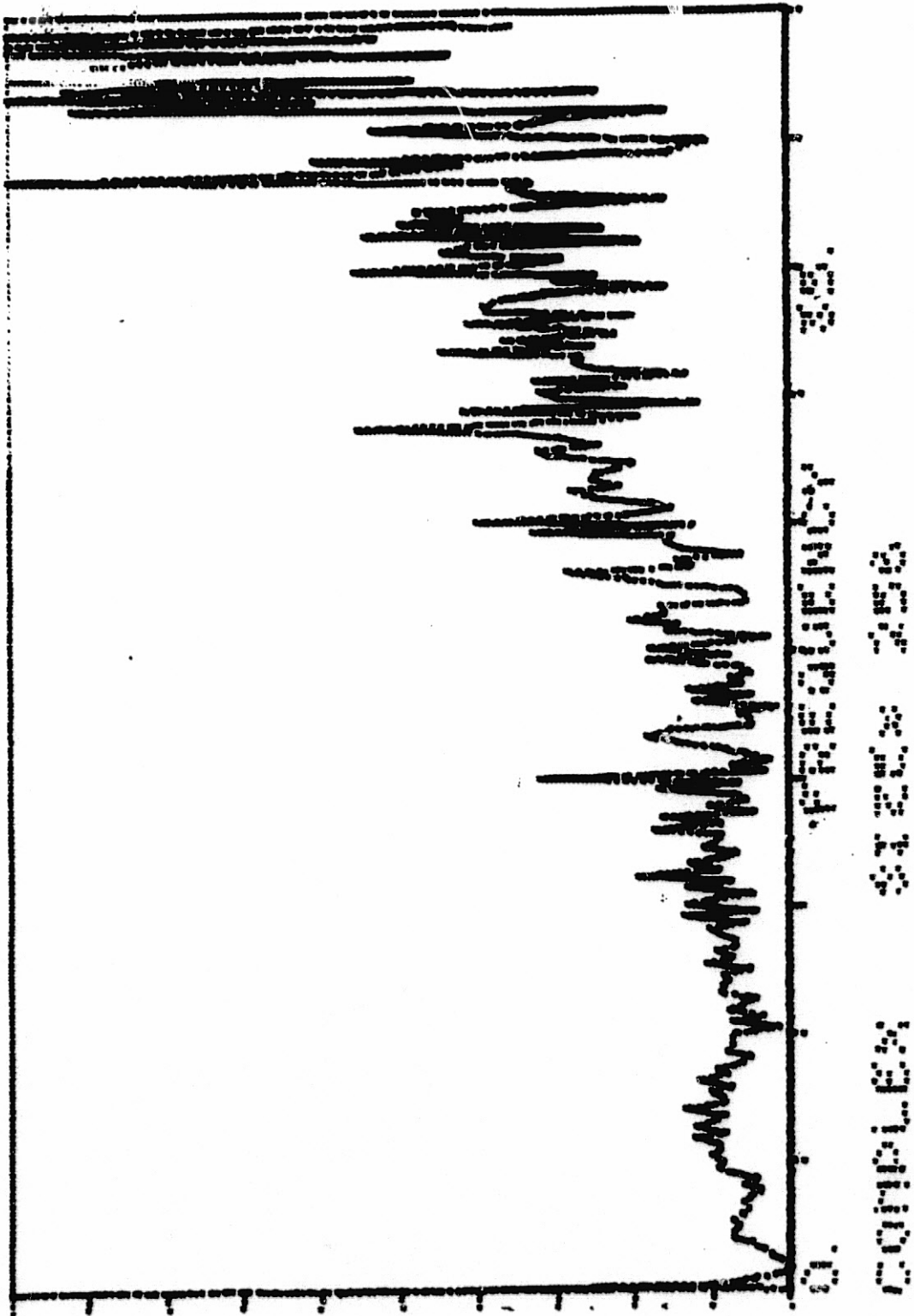
W.

neoh

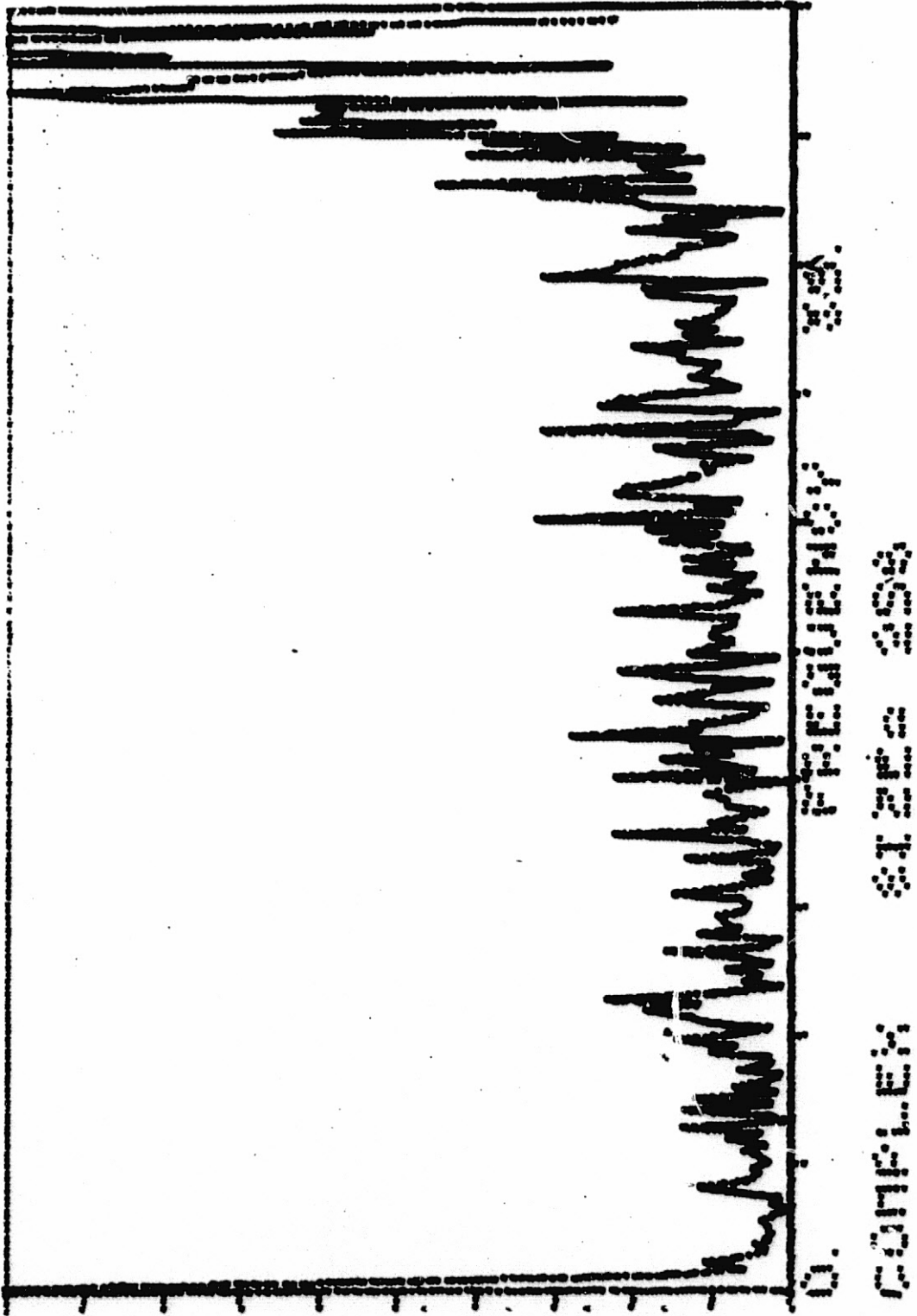
D.



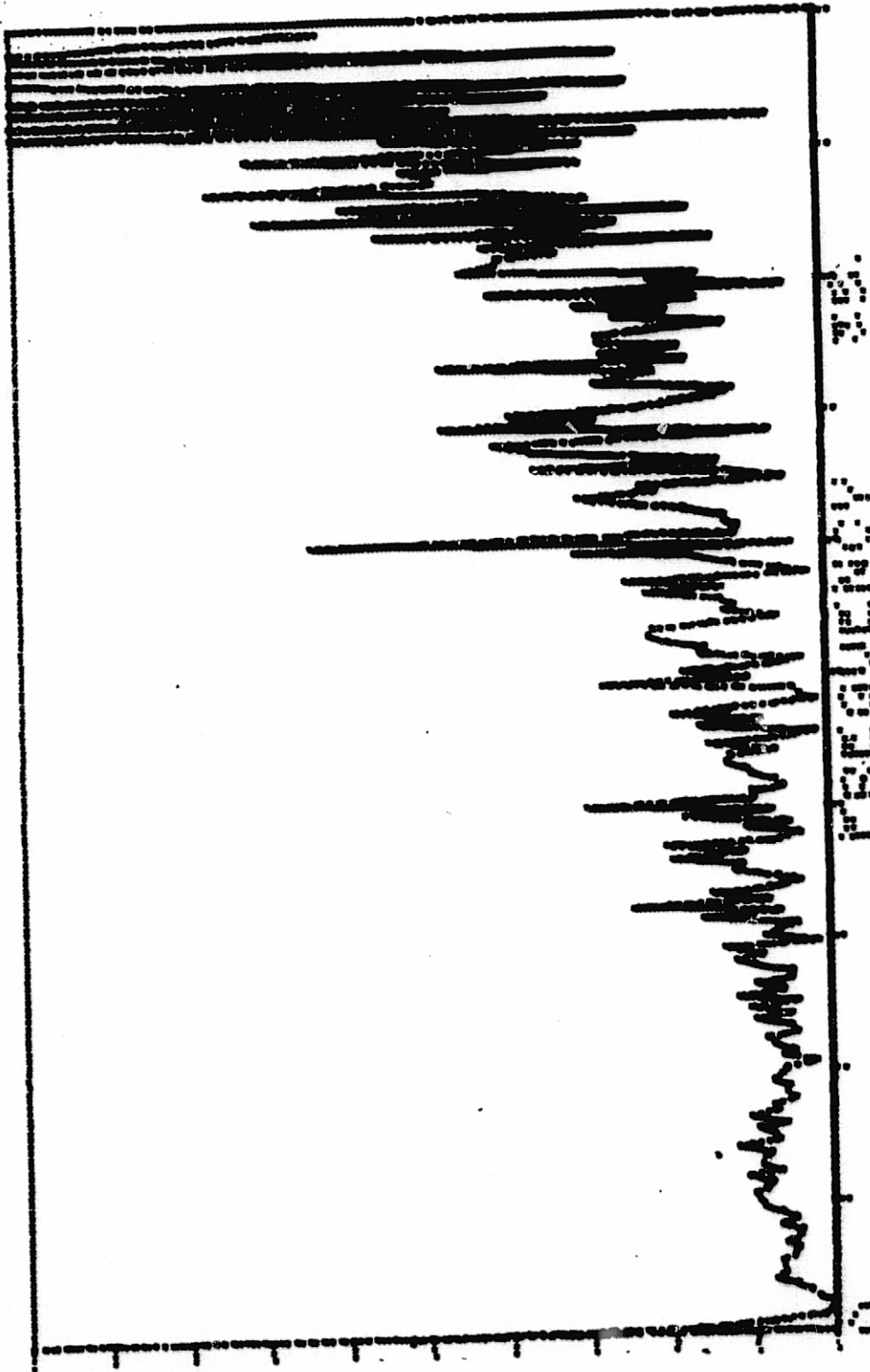




AL5/FL1



AL8/FL1



98

frequency

0128x 250

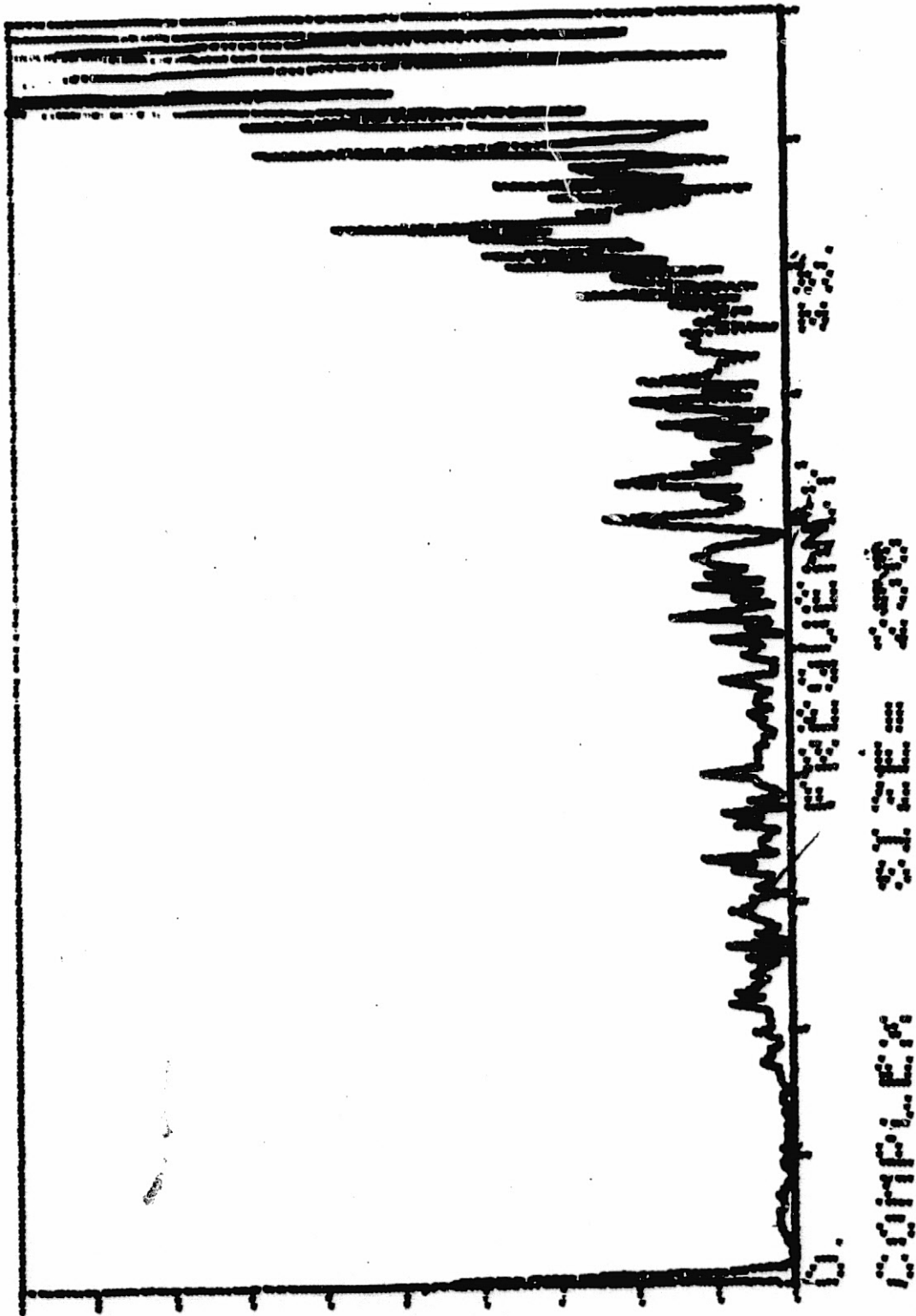
CONFLEX

AL9/FL1

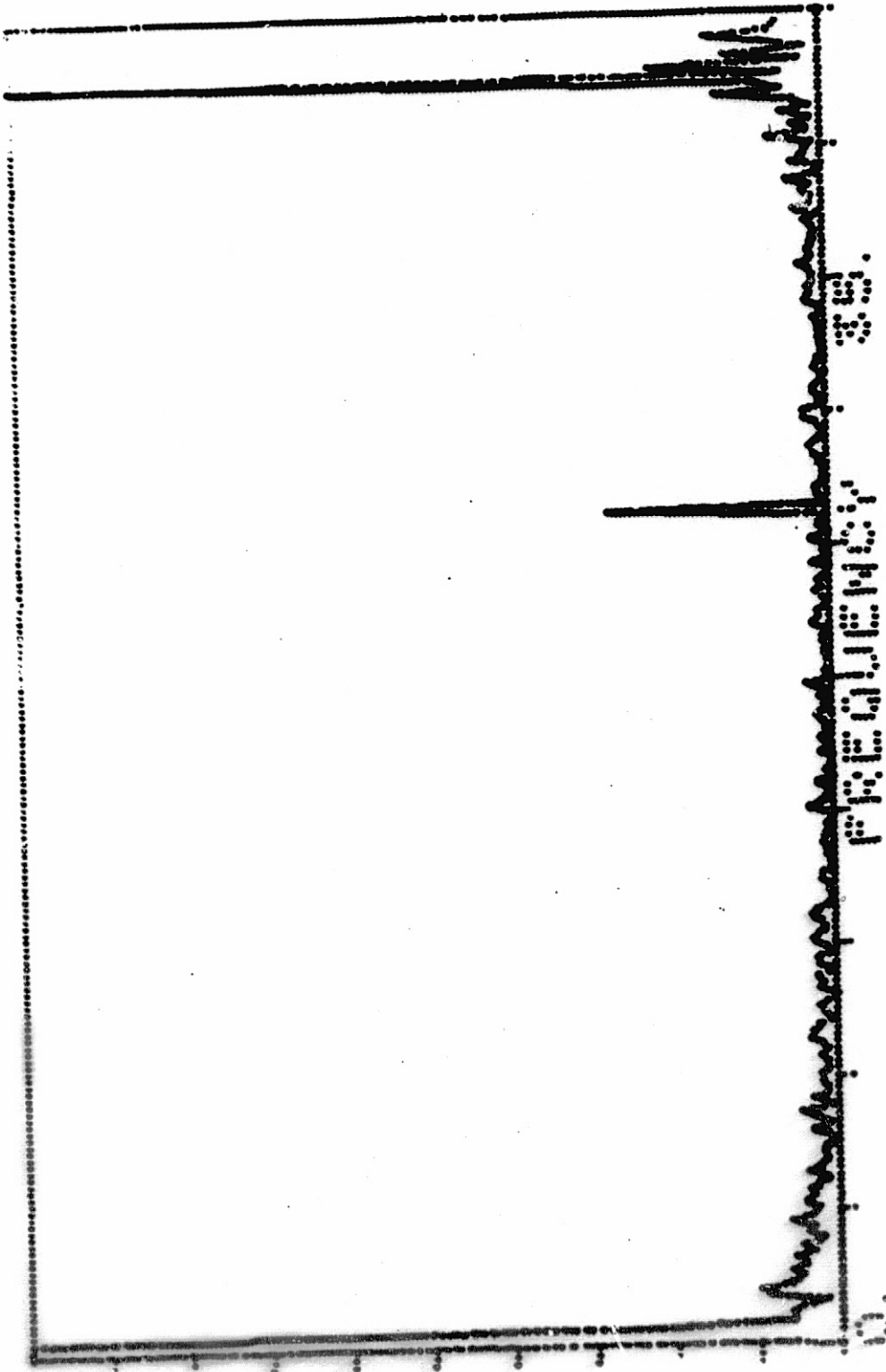
5.

11204

a.



AL10/FL1



DL1/FL1

DL1/FL1

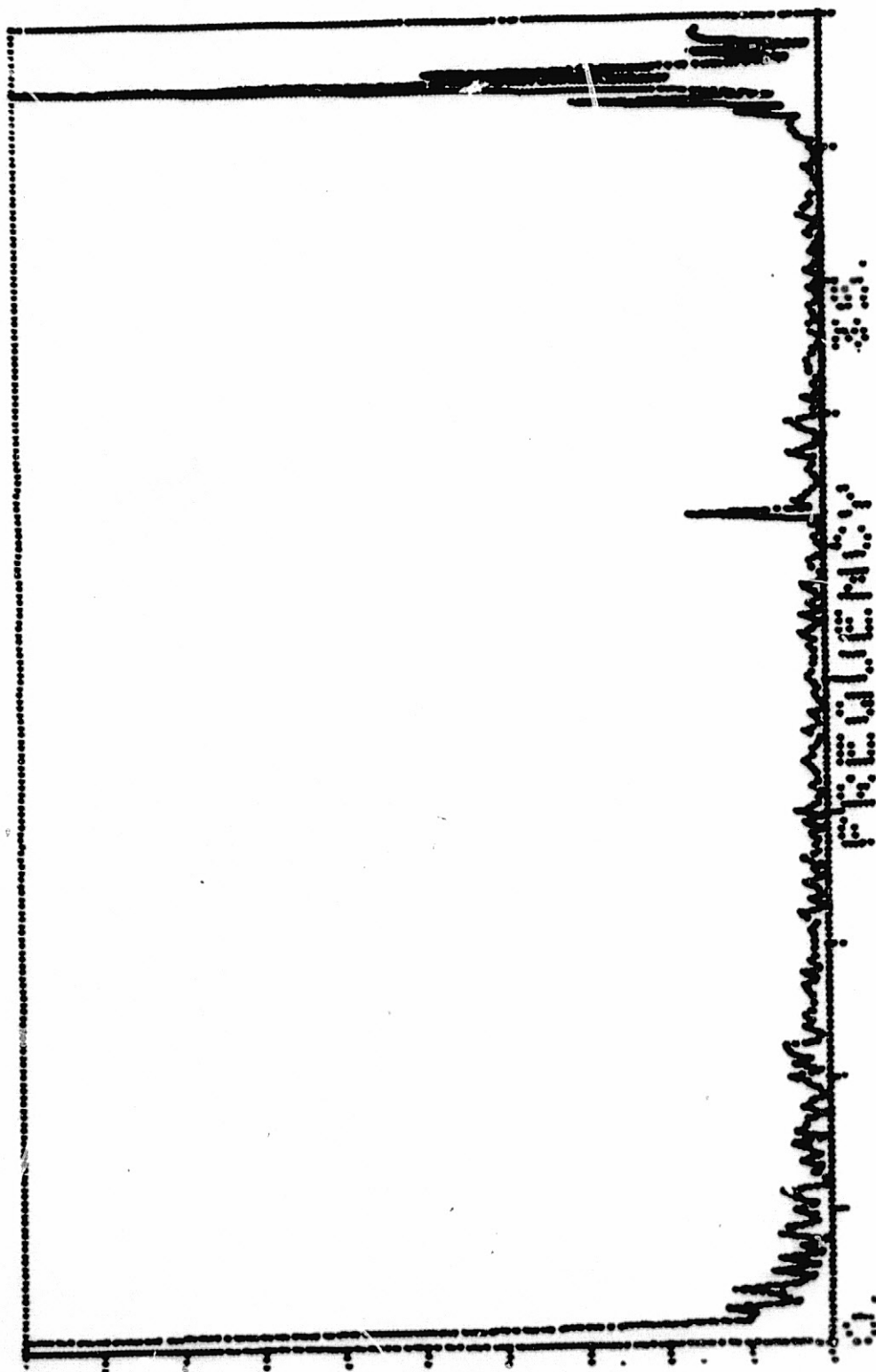


5

1990

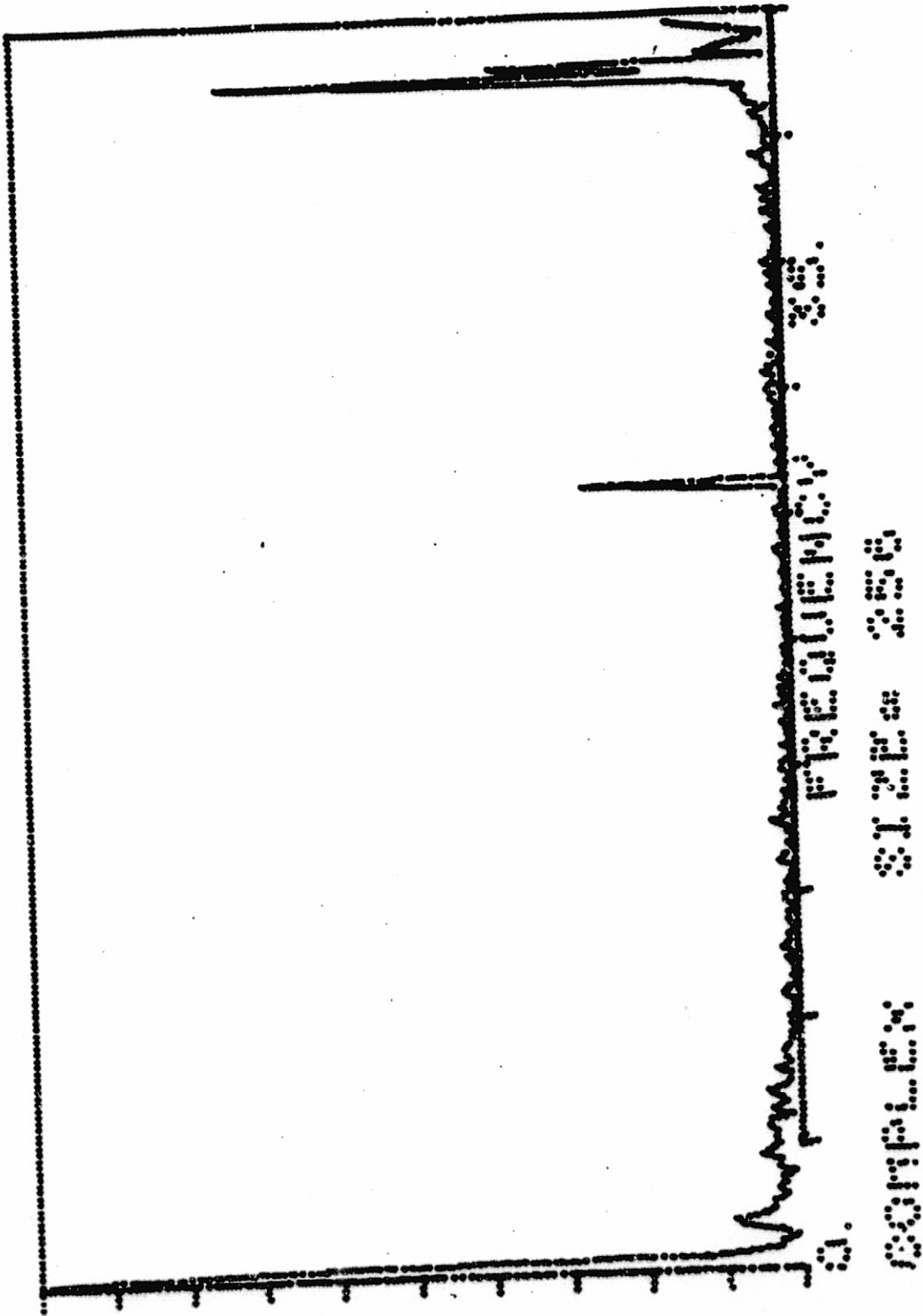
10

85



COMPLETE 01234 567

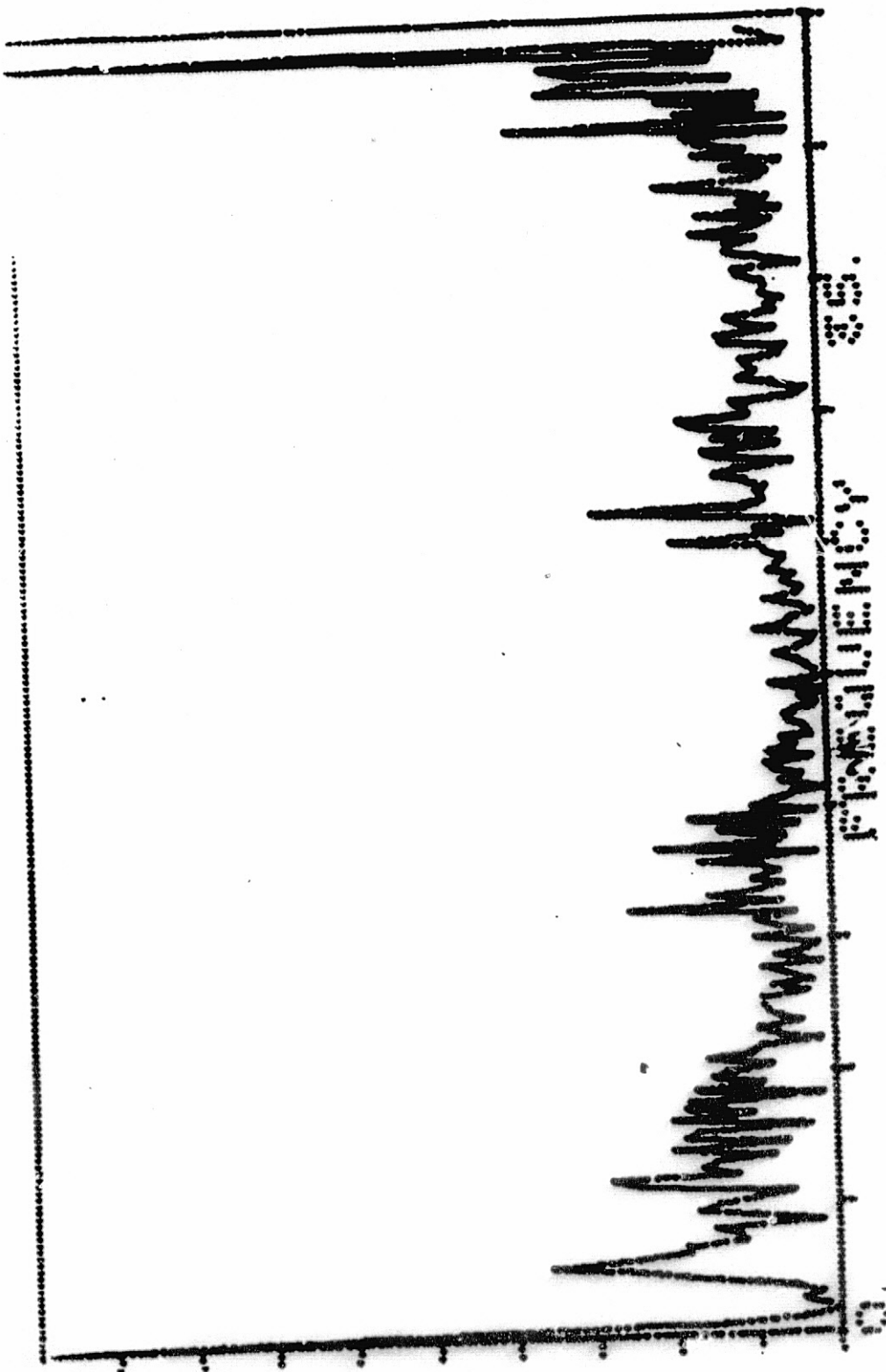
DL2/FL1



5.

19904

87



19904

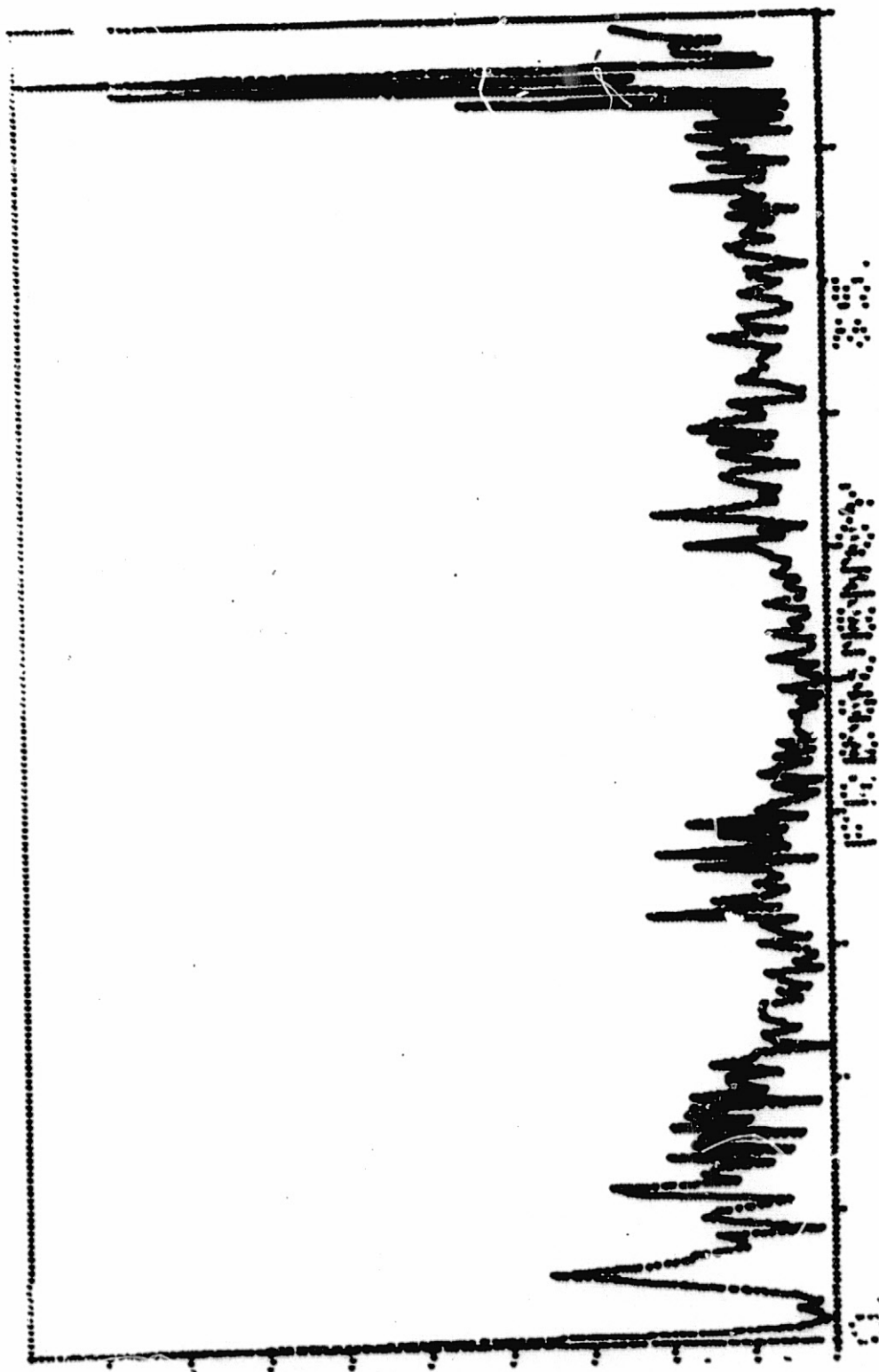
0.000000

DL4/FL1

5.

1969

88



0.000 0.000 0.000

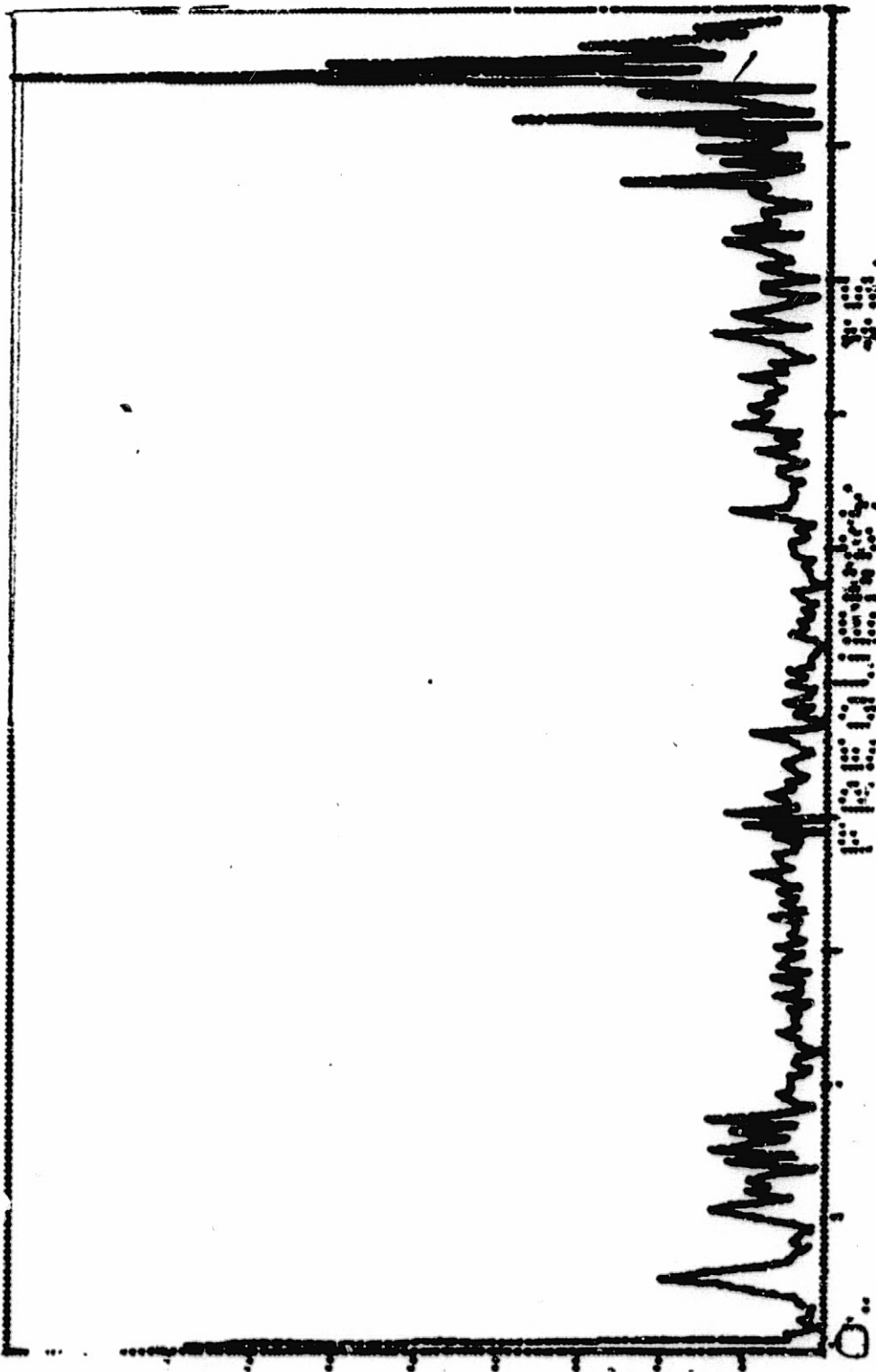
0.000 0.000 0.000

DL5/FL1

5.

140604

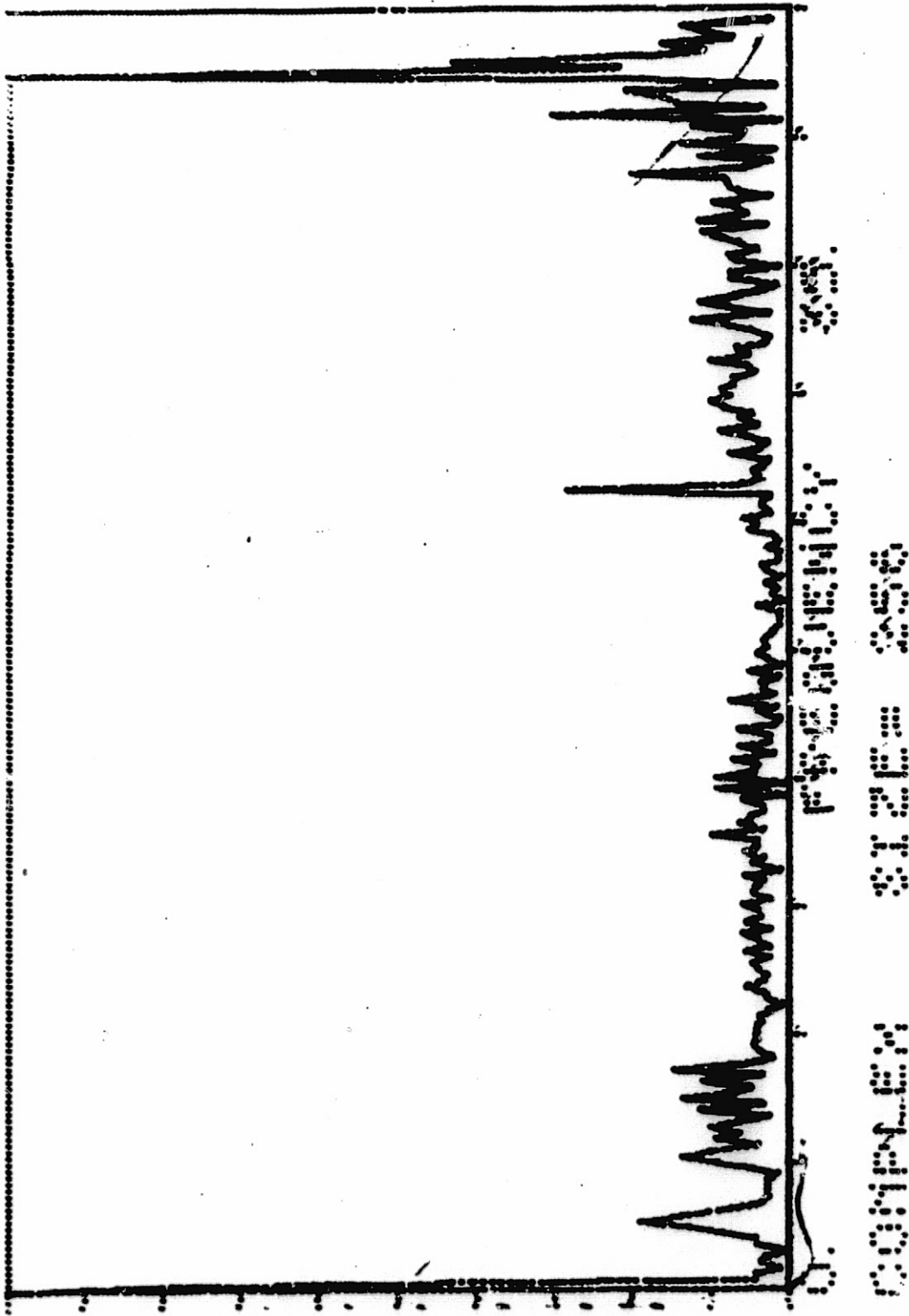
10.



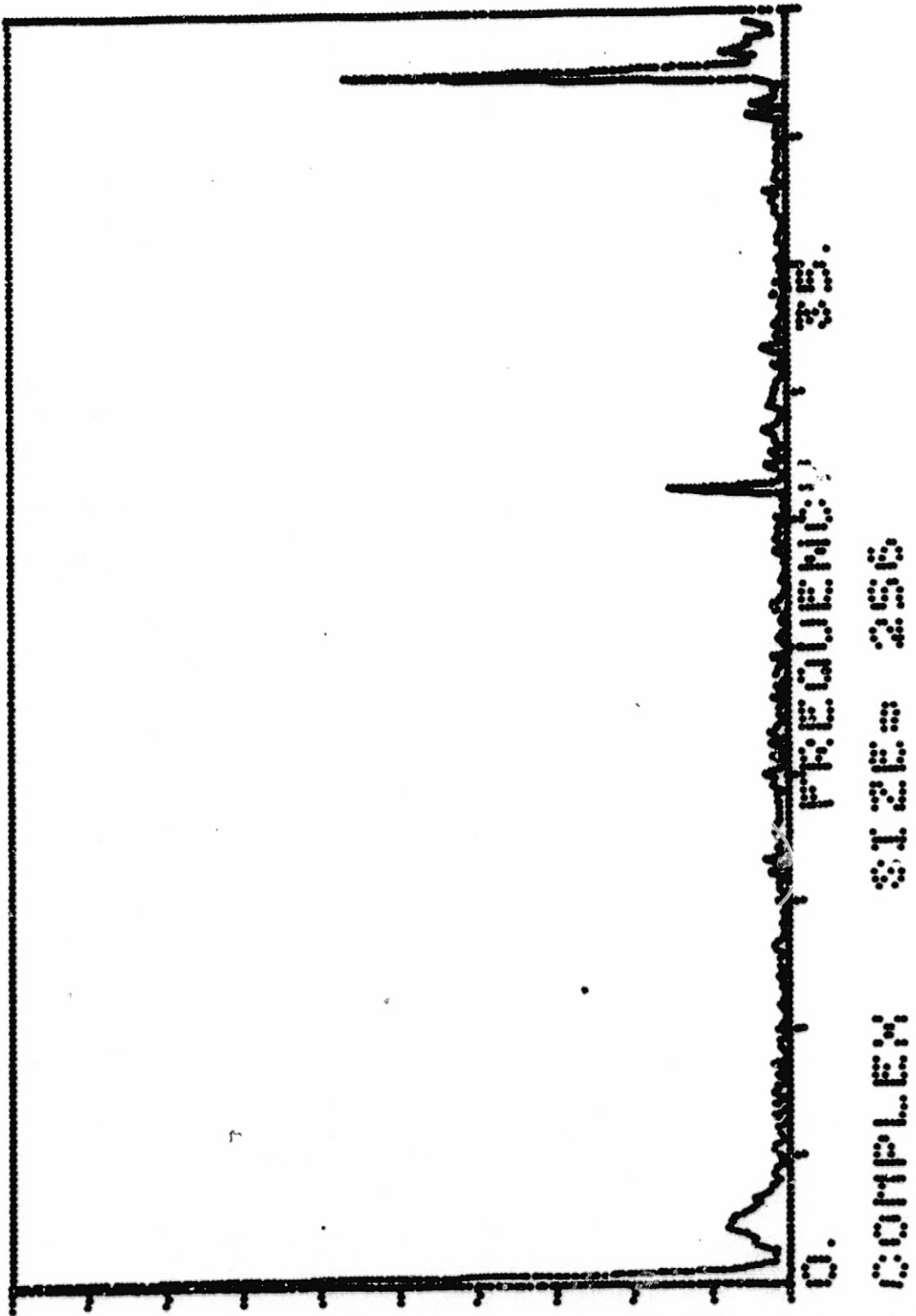
PERCUTANEE

COMPLEX 01300 3000





DL7/FL1

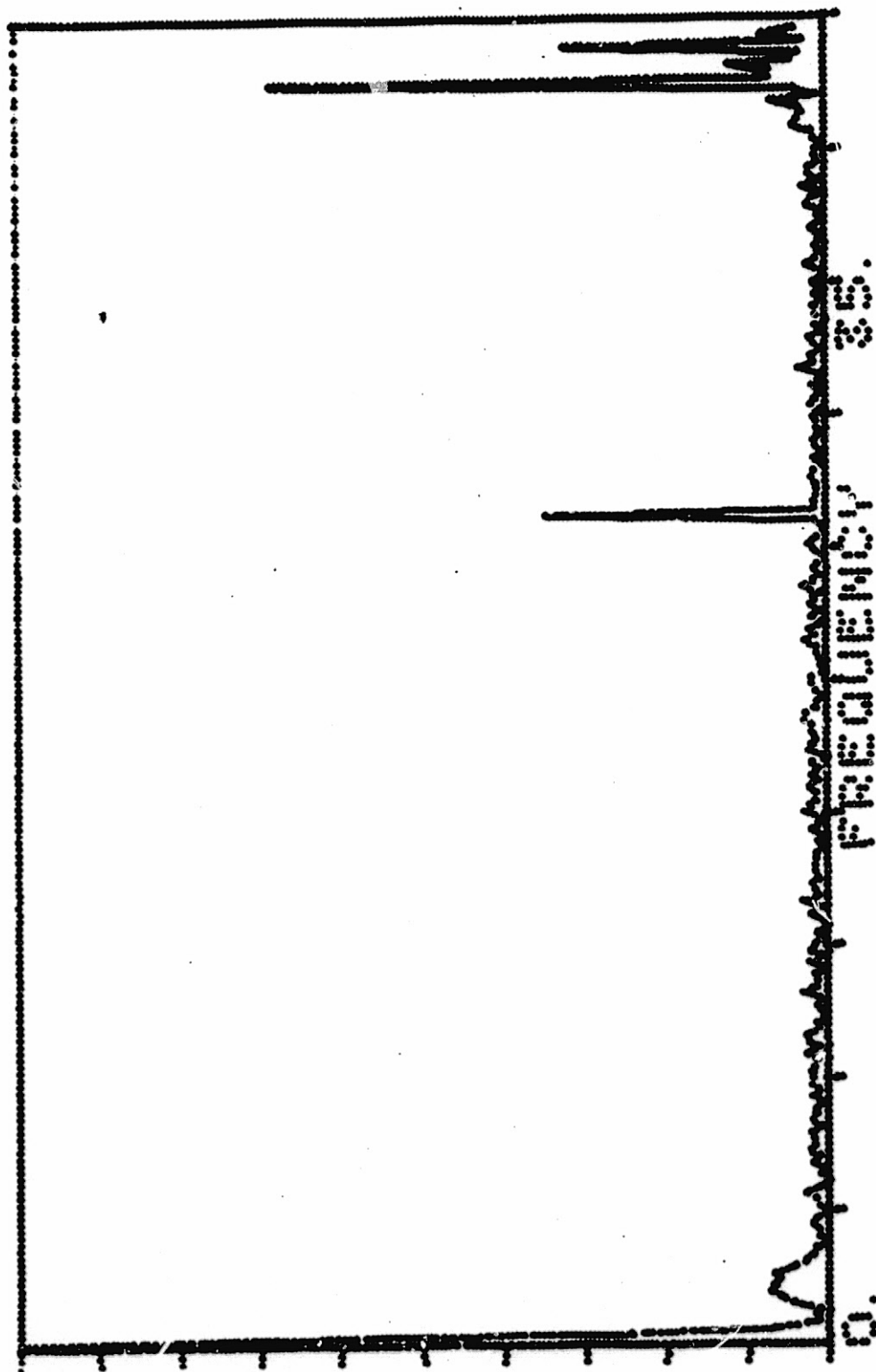


DL8/FL1

HIGH

5

0.



COMPLEX 312E 355

DL9/FL1

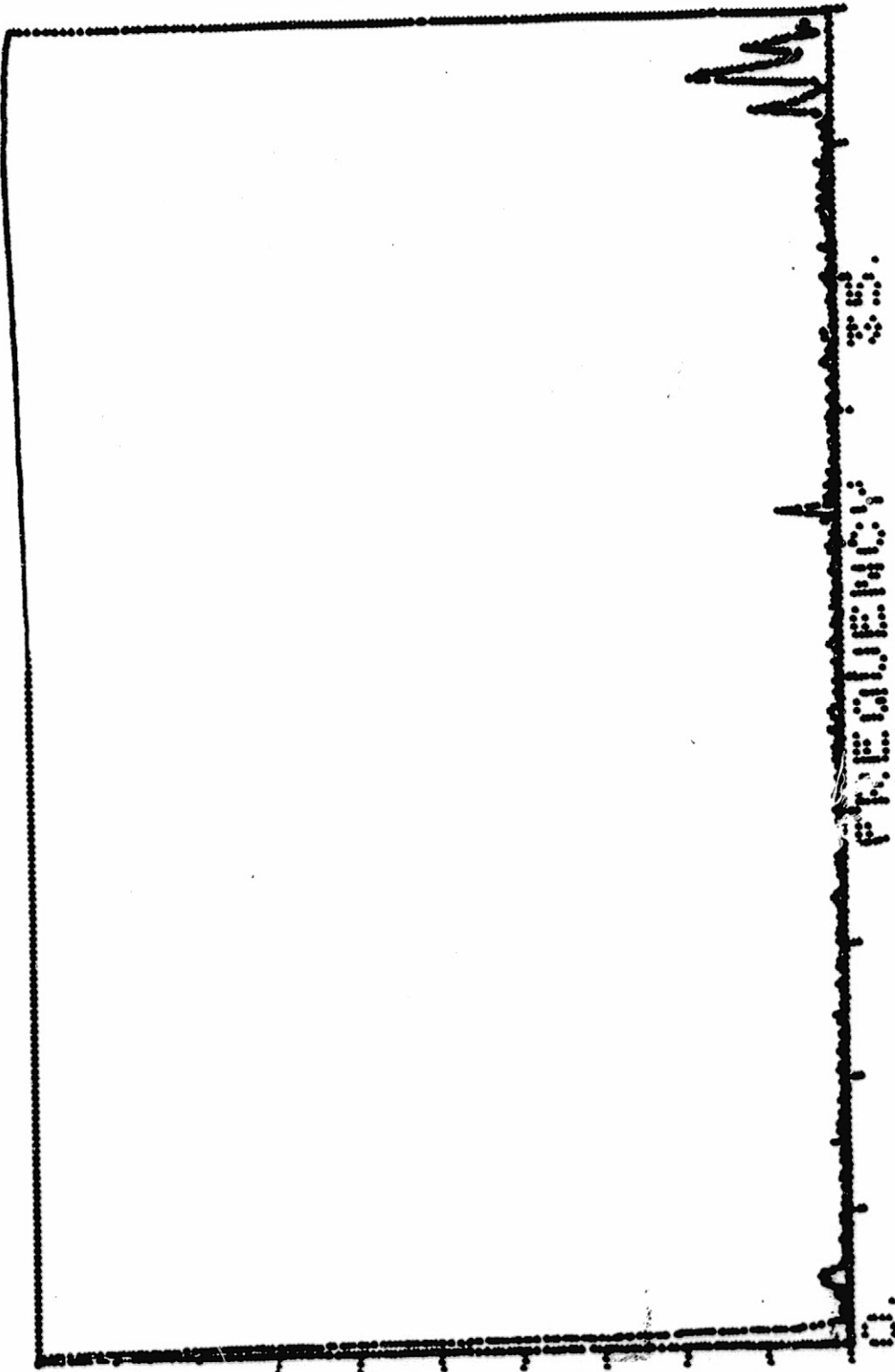
5

4664

0.

.5

MAG#



0.

35.

STRENGTH

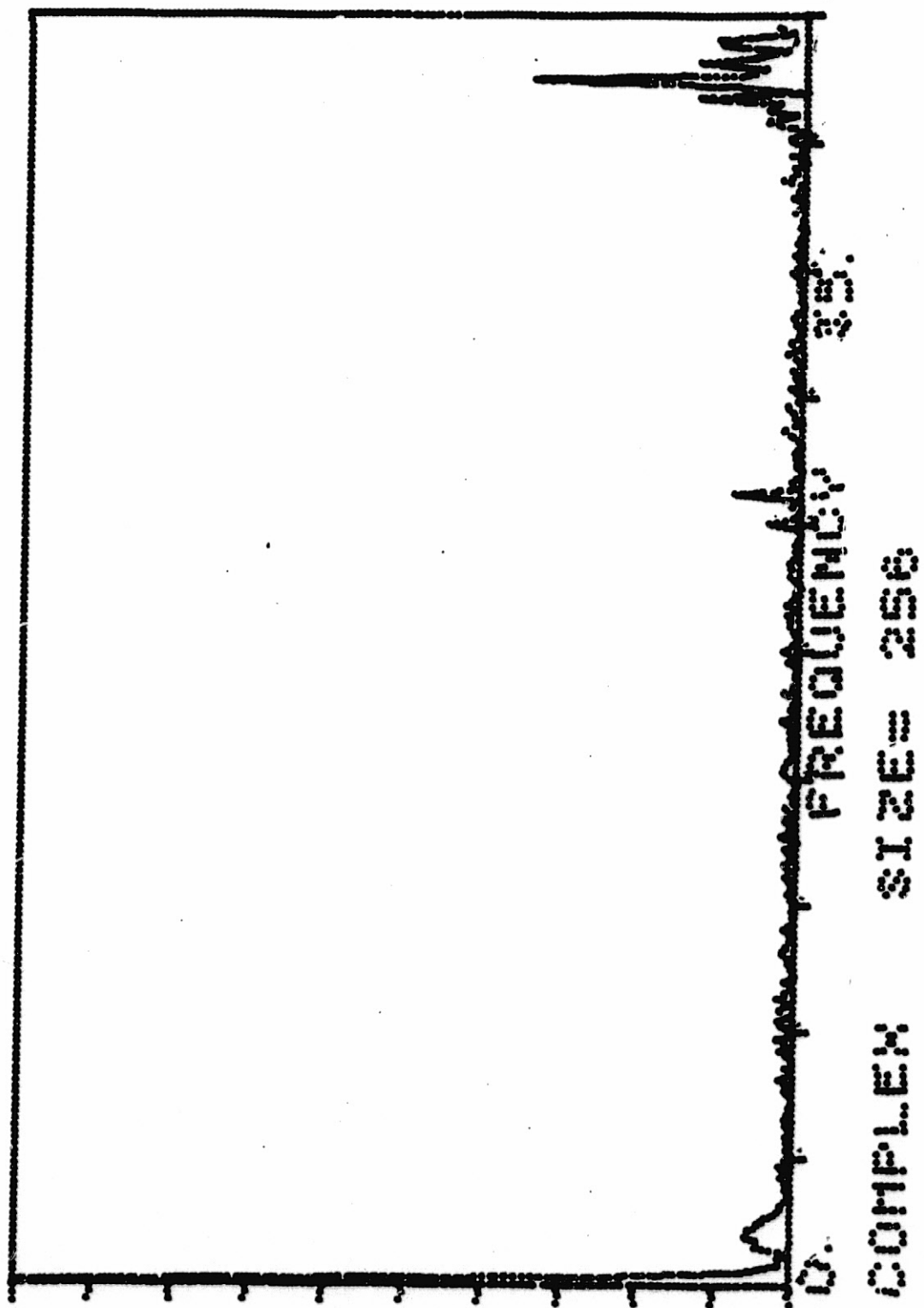
COMPLEX

DL10/FL1

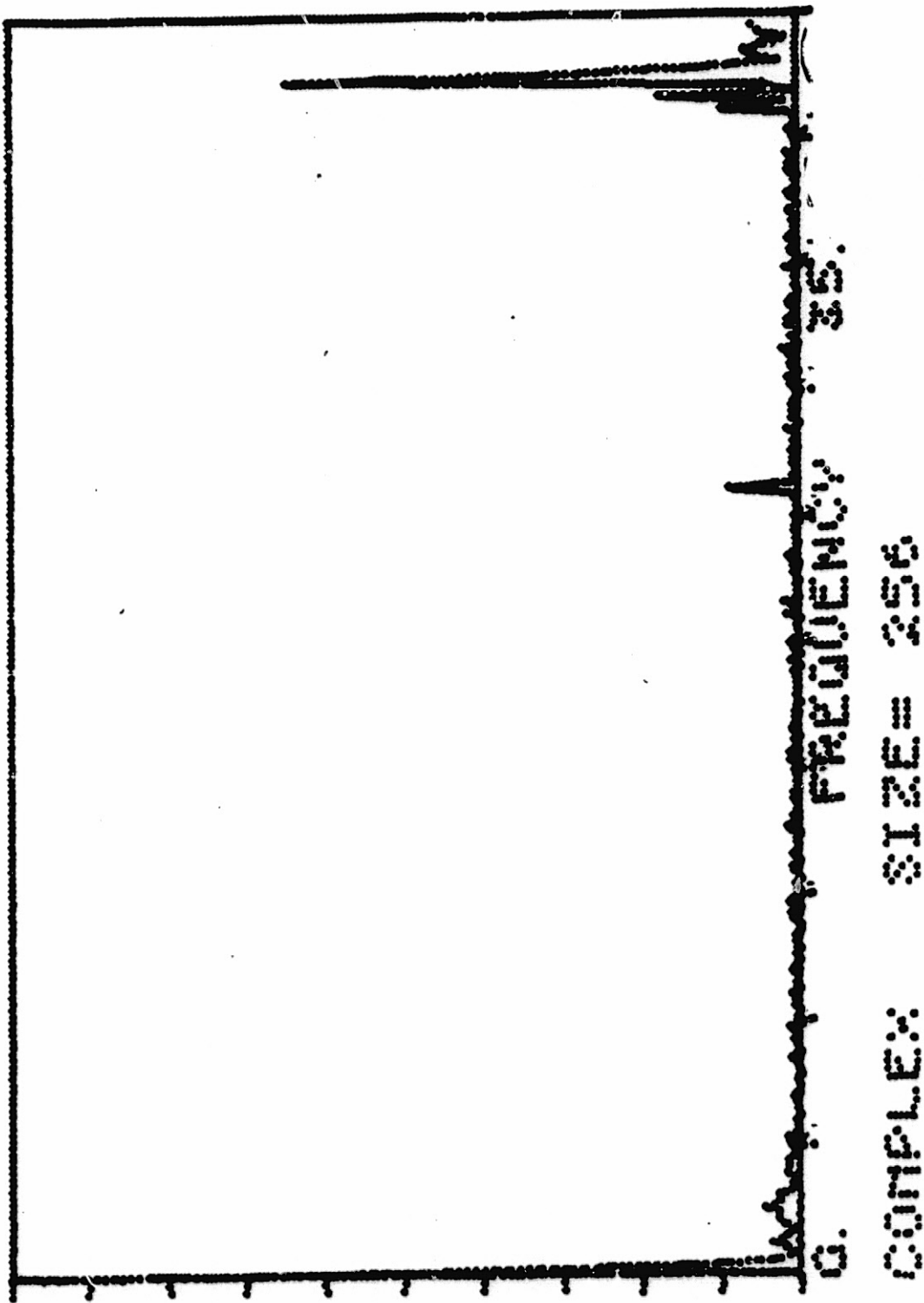
5.

14041

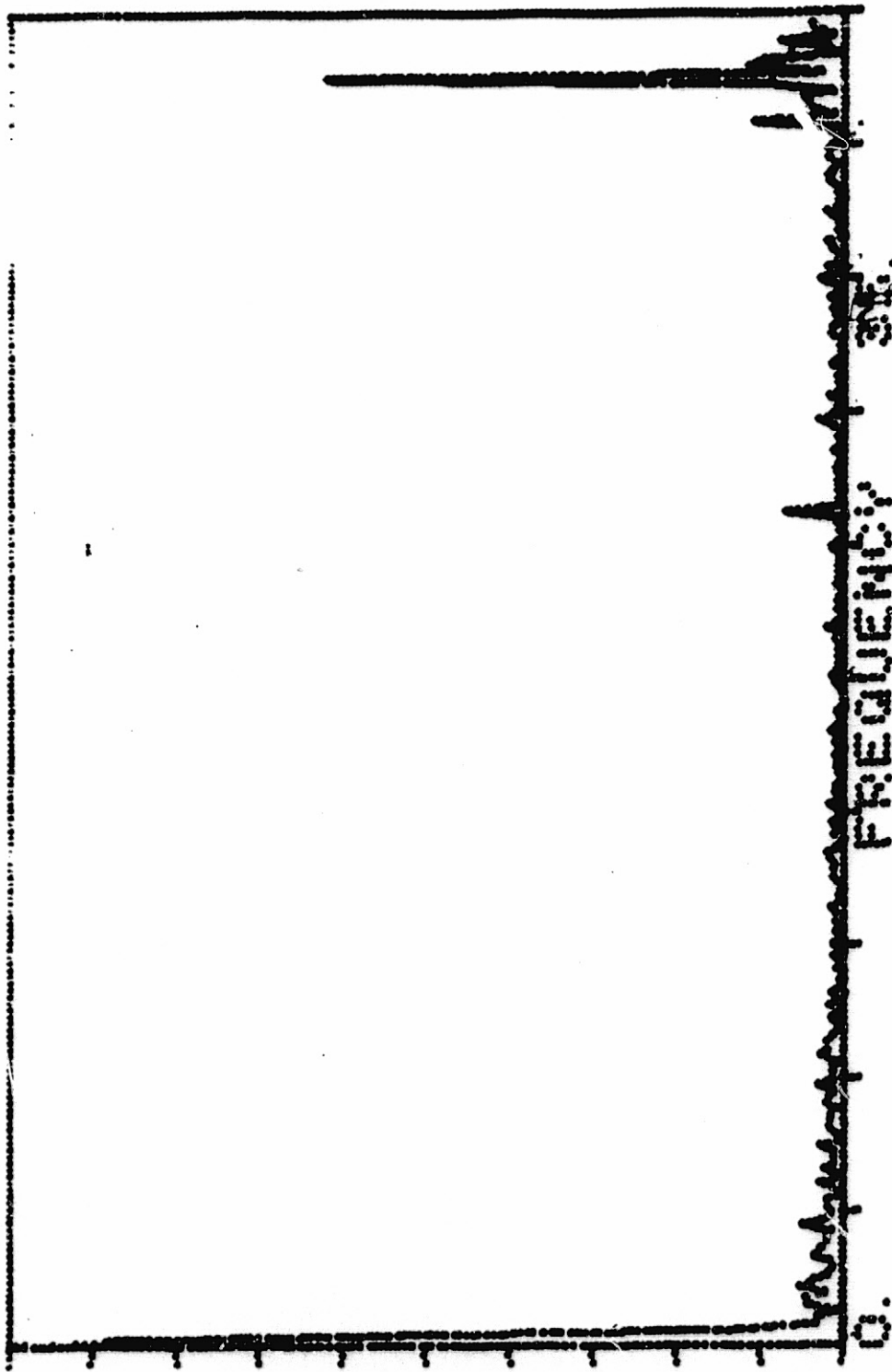
13.







DL12/FL1



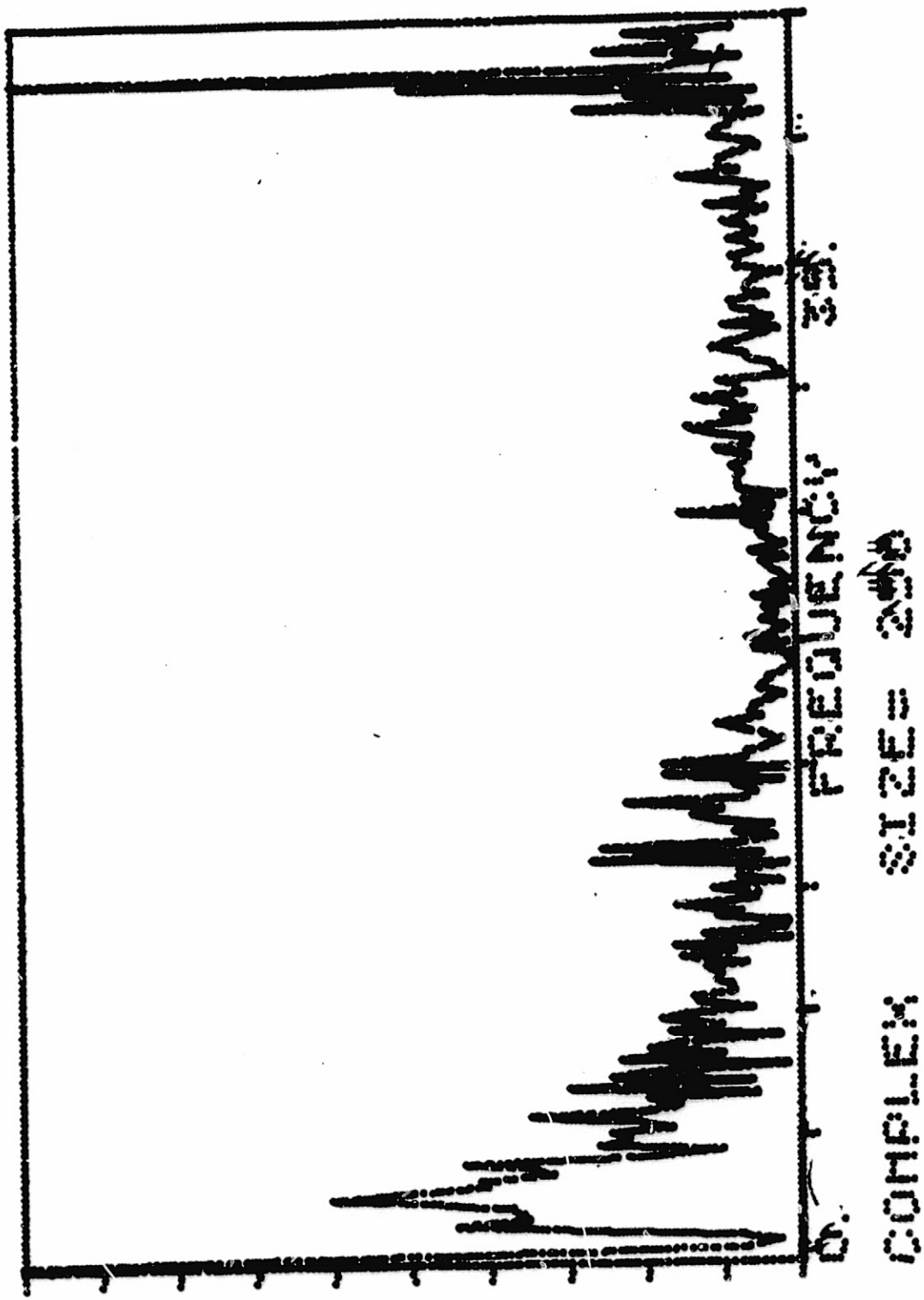
COMPLEX SIZE= 255

DL13/FL1

5

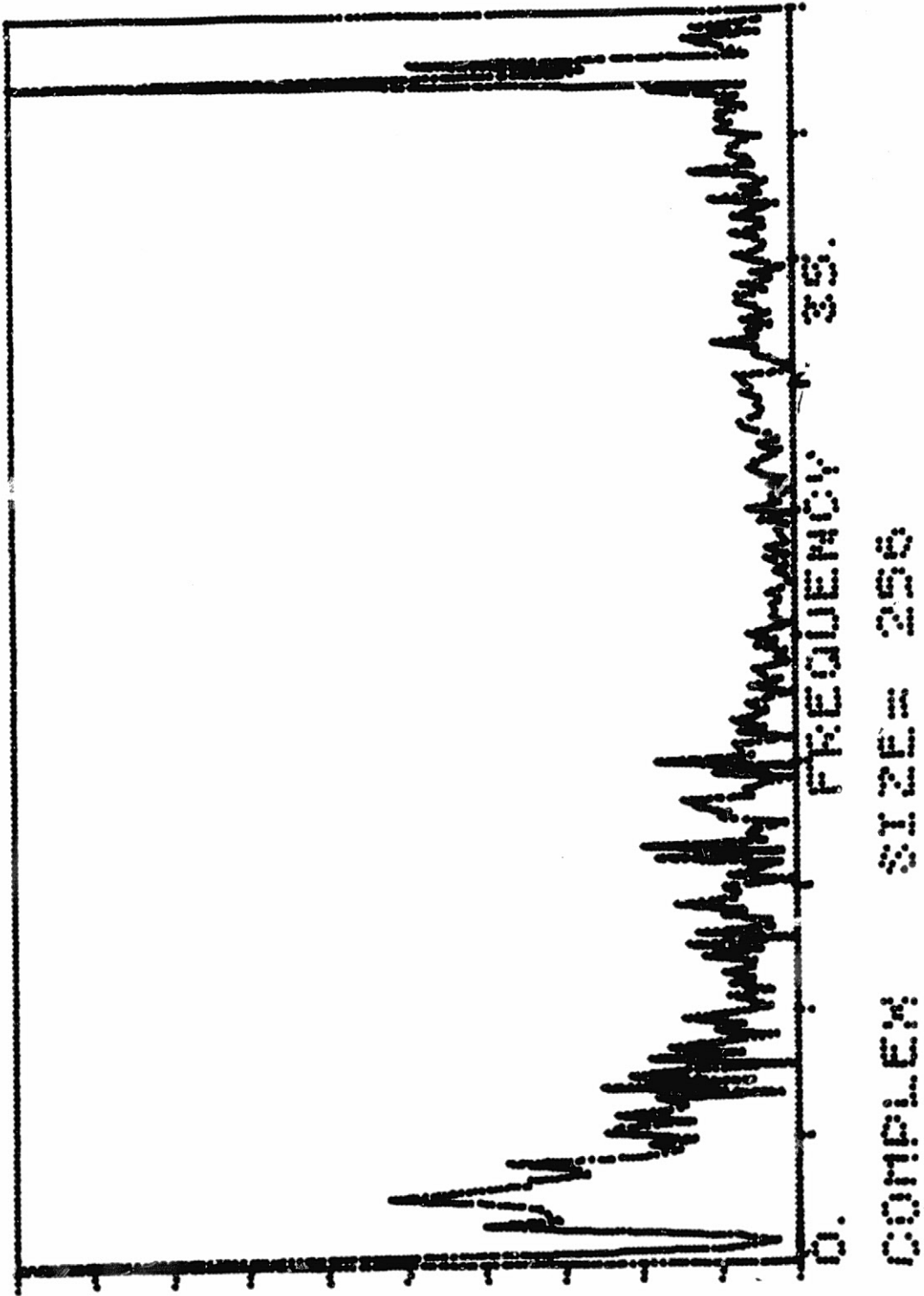
MAGN

3.6



SIZE = 250

COMPLEX



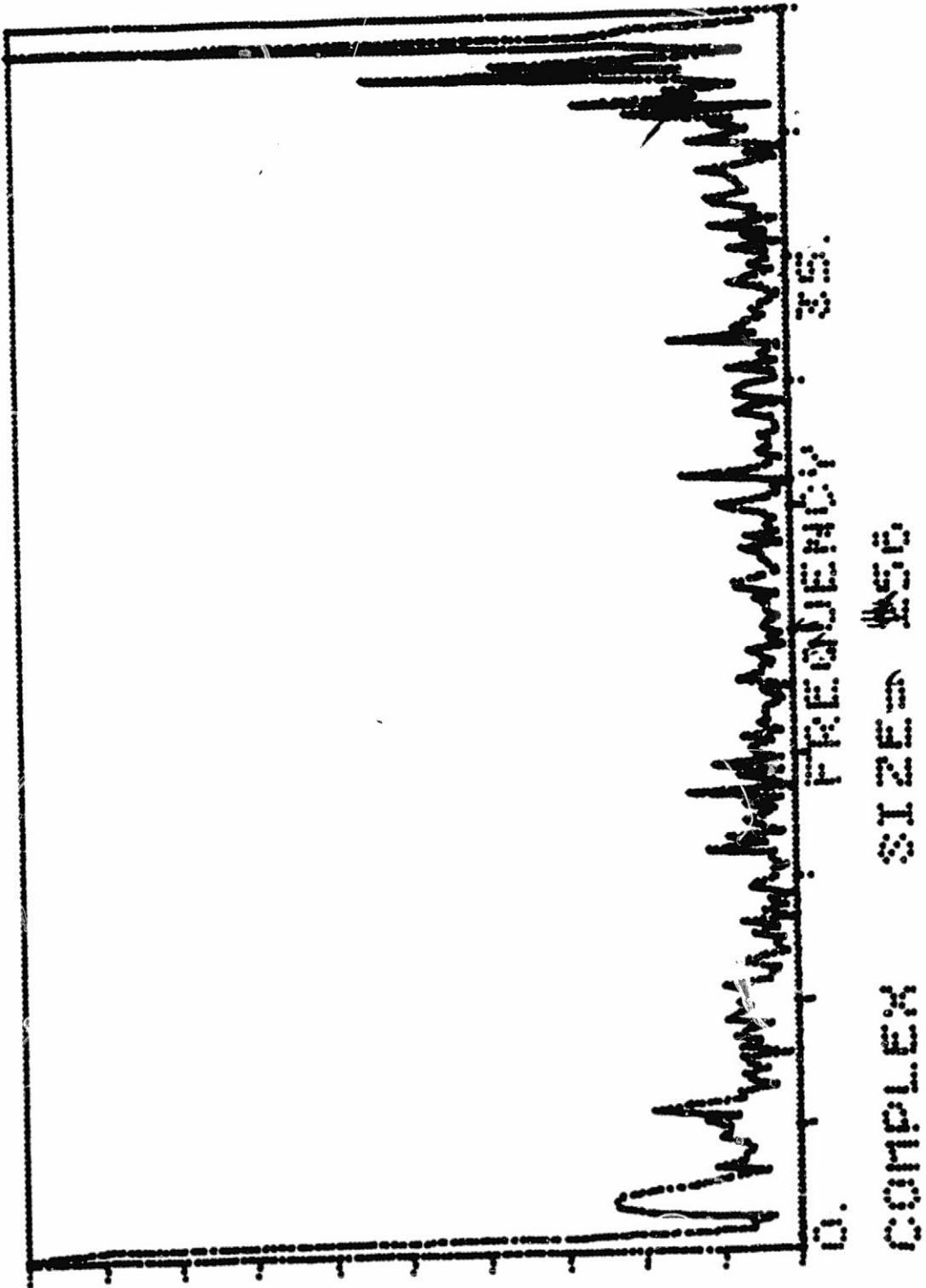
DL15/FL1

1.

HAON

2.

C-2



DL16/FL1





VOLUME III

RUN 19 TEST DATA

Y-AXIS 8020 POUND/ACTUATOR TEST LEVEL,  
ACTUATORS IN PHASE

1 HEADING: TRAIN TRACK TRANSFER 8020 LB TEST 3/19/75

SWEEP PARAMETERS:

2 MODE 1=LOG, 0=LIN: 1.  
 3 TYPE 1=UNI-DIRECTIONAL, 0=BI-DIRECTIONAL: 1.  
 4 START, END FREQ, HZ: .5 50.  
 FREQ RANGE -- OCTAVES, DECADES: 0.644 2.  
 5 SPECIFICATION 1=RATE, 0=DURATION: 1.  
 6 UNIT 1=OCT/MIN, 0=DEC/MIN: 1.  
 7 RATE OCT/MIN: 2.  
 SWEEP DURATION -- MIN, SEC: 3. 19.

TEST LENGTH:

8 SPECIFICATION 1=TIME, 0=SWEEP CYCLES: 1.  
 9 CYCLES: 1.  
 TEST TIME -- HRS, MIN, SEC: 0. 3. 10.

START-UP AND SHUT-DOWN:

10 START-UP TIME, SEC: 120.  
 11 SHUT-DOWN TIME, SEC: .5

VIBRATION LIMITS (P-P):

12 DISPLACEMENT, IN: 5000.  
 13 VELOCITY, IN/SEC: 9999.  
 14 ACCELERATION, G: 452.

REFERENCE CONTROL SPECTRUM:

15 TYPE, VALUE, FREQ, ABORT LIMIT:	2.	40.	0.5	7.
16 TYPE, VALUE, FREQ, ABORT LIMIT:	3.	60.	1.3	6.
17 TYPE, VALUE, FREQ, ABORT LIMIT:	2.	50.	50.	4.
18 TEST LEVEL (DB BELOW REF):	1.			

ACCELERATION SIGNALS:

19 NR OF SIGNALS: 2.  
 CHANNEL NRS: 1. 2.  
 20 1=PEAK, 0=RMS: 0.  
 21 SENSITIVITY, MV/G: 20.  
 22 STRATEGY 1=MAX, 0=AUG: 1.

LIMIT SIGNALS:

23 NR OF SIGNALS: 0.

ABORT LINES:

24 NR OF LINES: 0.

ALARM LINES:

25 NR OF LINES: 0.  
 26 1=DUAL-CHANNEL A/D, 0=ACE: 1.  
 27 COMPRESSION SPEED 2=HIGH, 1=NORMAL, 0=LOW: 1.

## POST-TEST DOCUMENTATION

TRAIN TRACK TRANS 8020 1b IN PHASE RUN 19 3/19/75

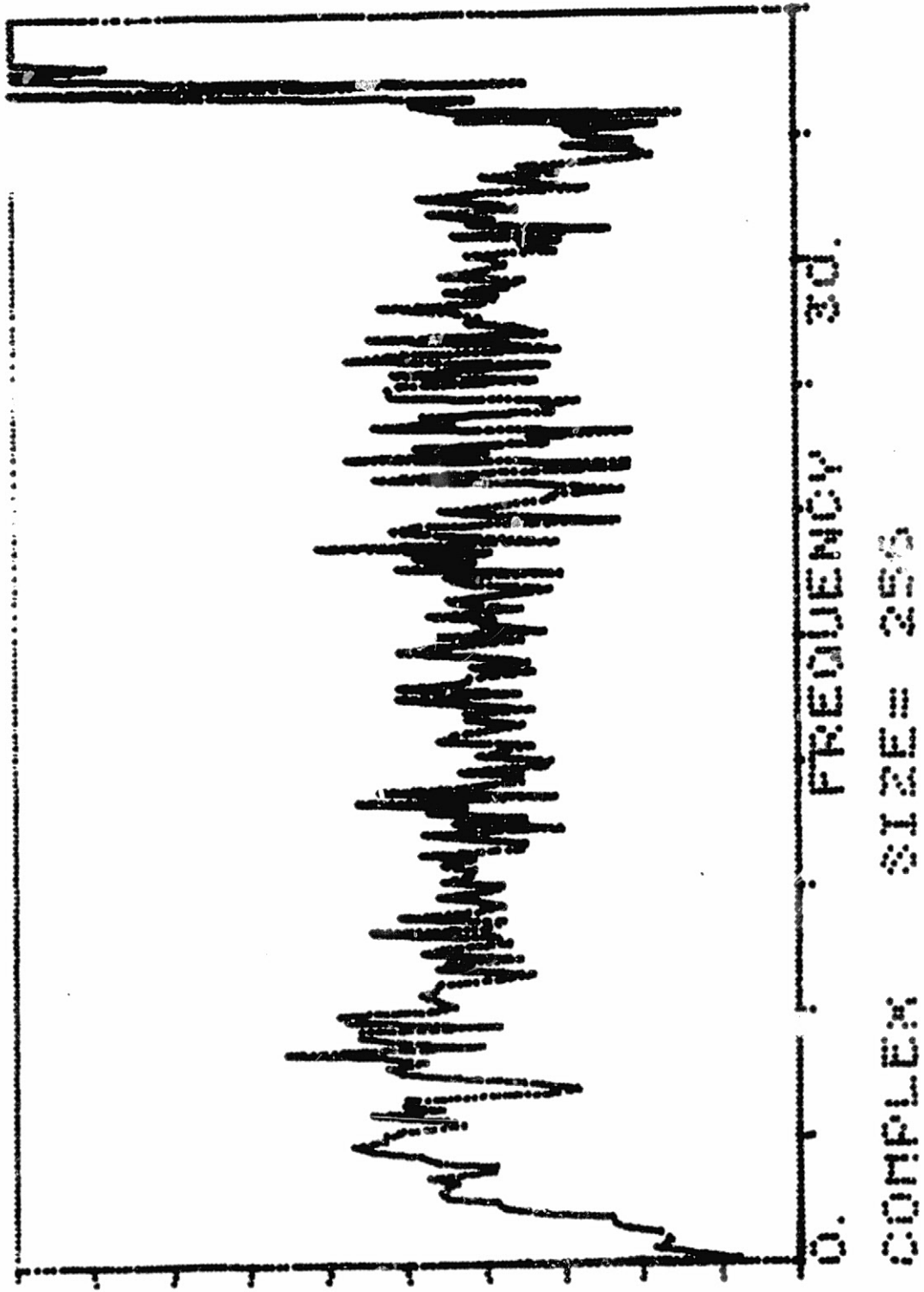
COMPLETION STATUS: ABORTED DURING SWEEP 1 AT 26.9 HZ.  
MAXIMUM DRIVE LIMIT.

TEST DURATION -- HRS, MIN, SEC: 0 2 52

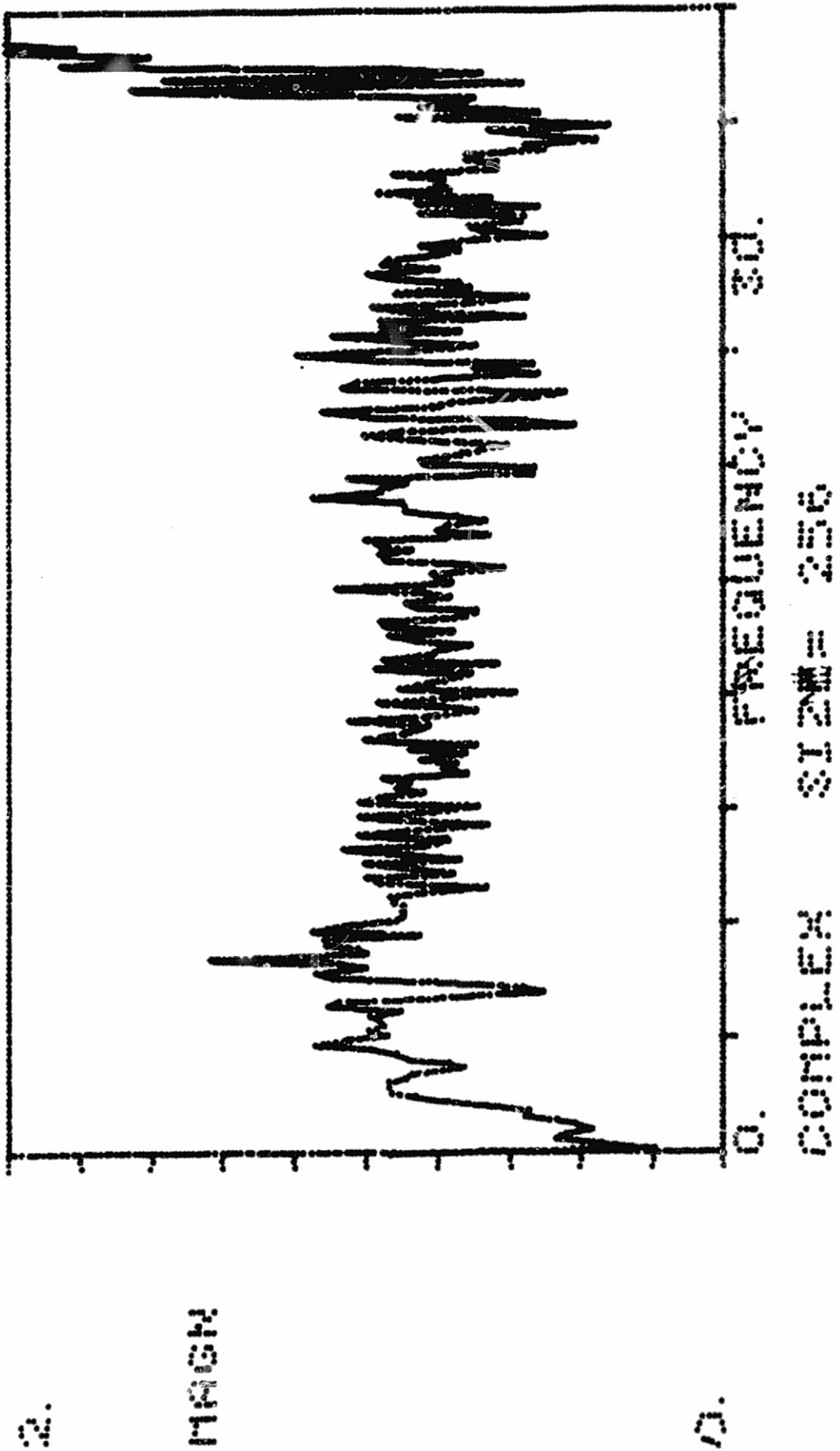
MAX ABS CONTROL ERROR: 4.32 DB AT .986 HZ.  
AVG ABS CONTROL ERROR: .474 DB.CONTROL  
CHANNEL FREQ RANGE (HZ)

SWEEP 1

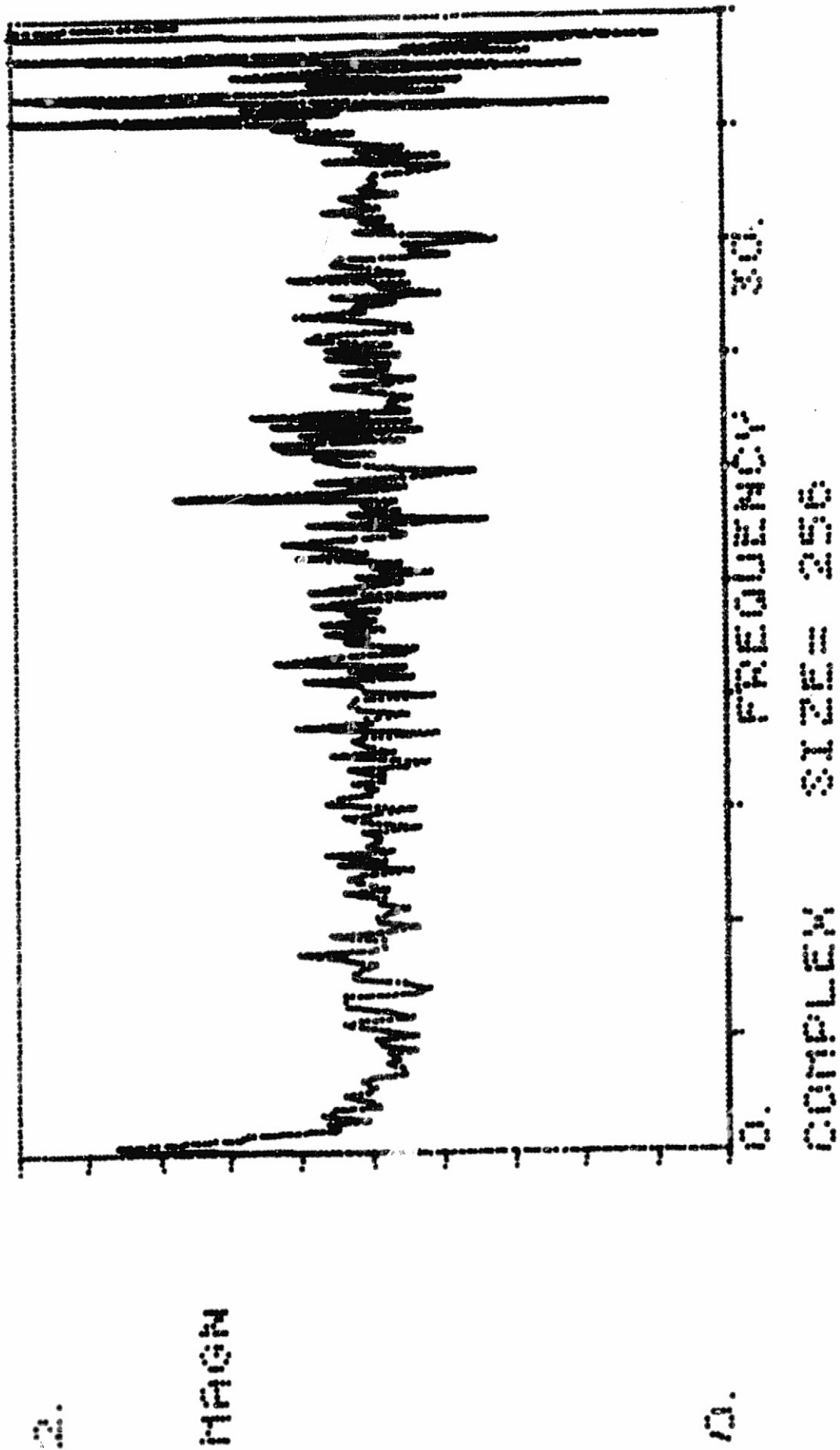
2	.5	--	1.238
1	1.238	--	1.435
2	1.435	--	2.094
1	2.094	--	18.52
2	18.52	--	19.74
1	19.74	--	19.78
2	19.78	--	20.19
1	20.19	--	20.22
2	20.22	--	20.39
1	20.39	--	20.45
2	20.45	--	20.93
1	20.93	--	21.03
2	21.03	--	21.14
1	21.14	--	21.19
2	21.19	--	22.47
1	22.47	--	26.9

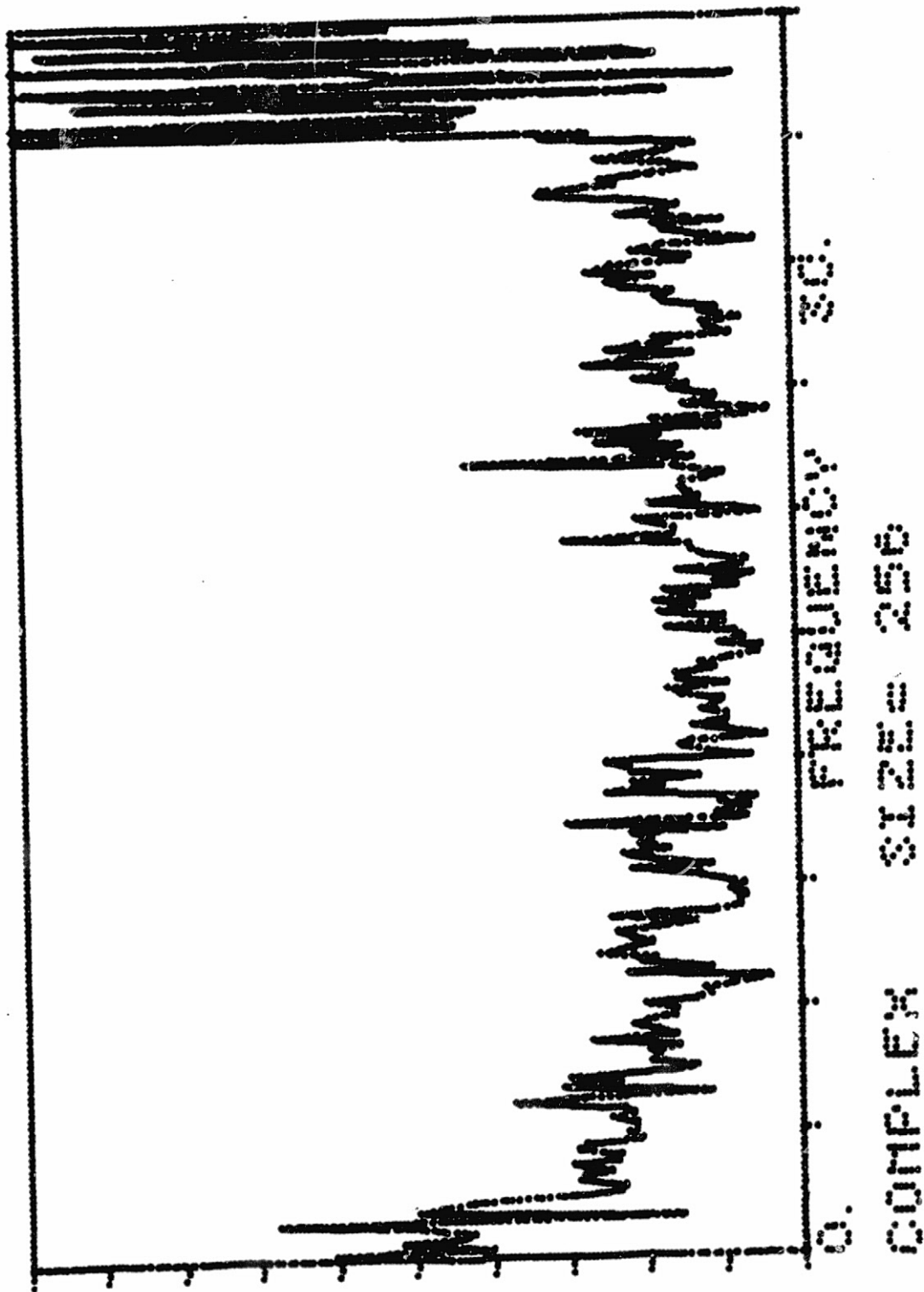


FL1/DRIVE







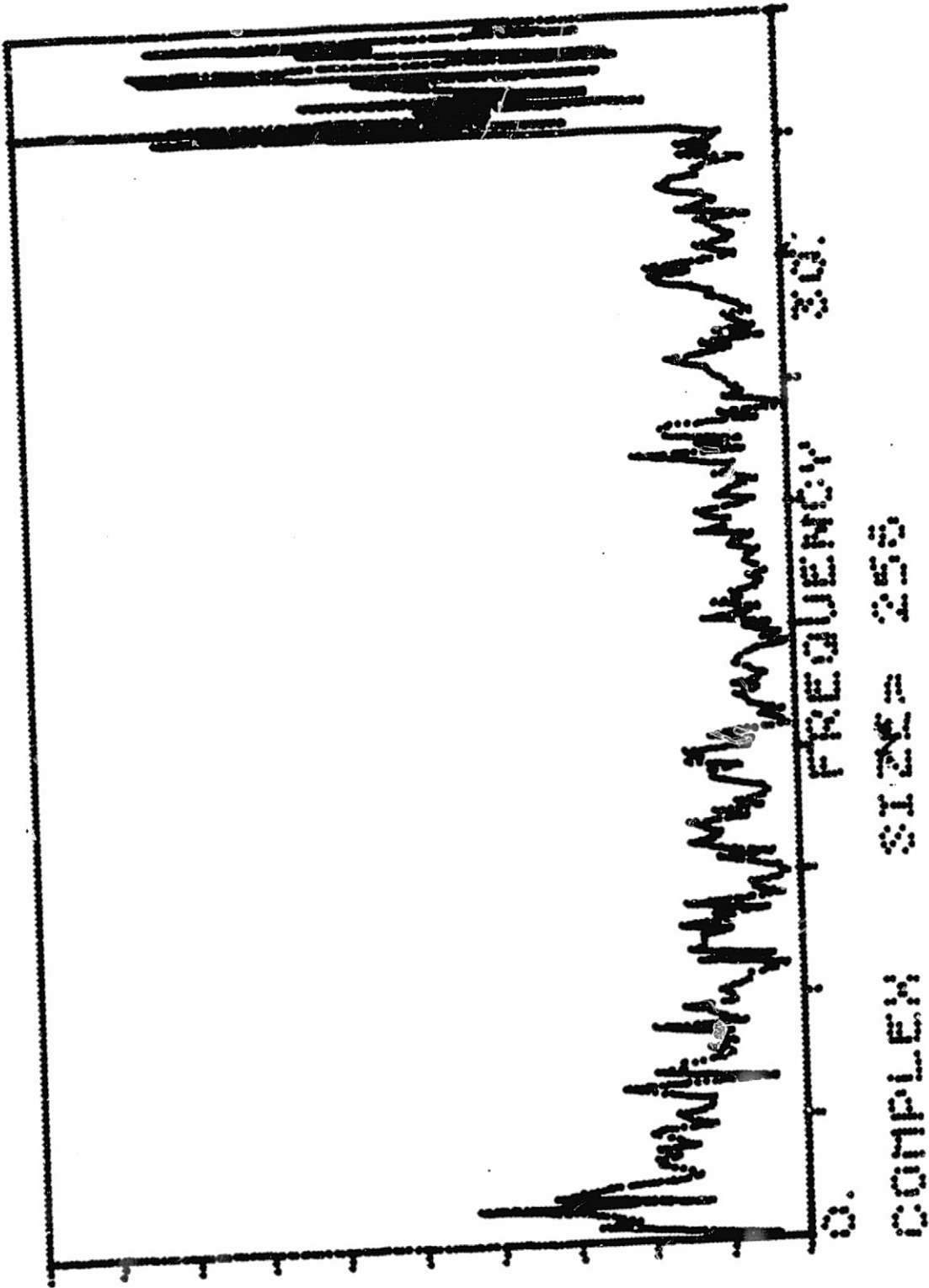


FV2/FL1

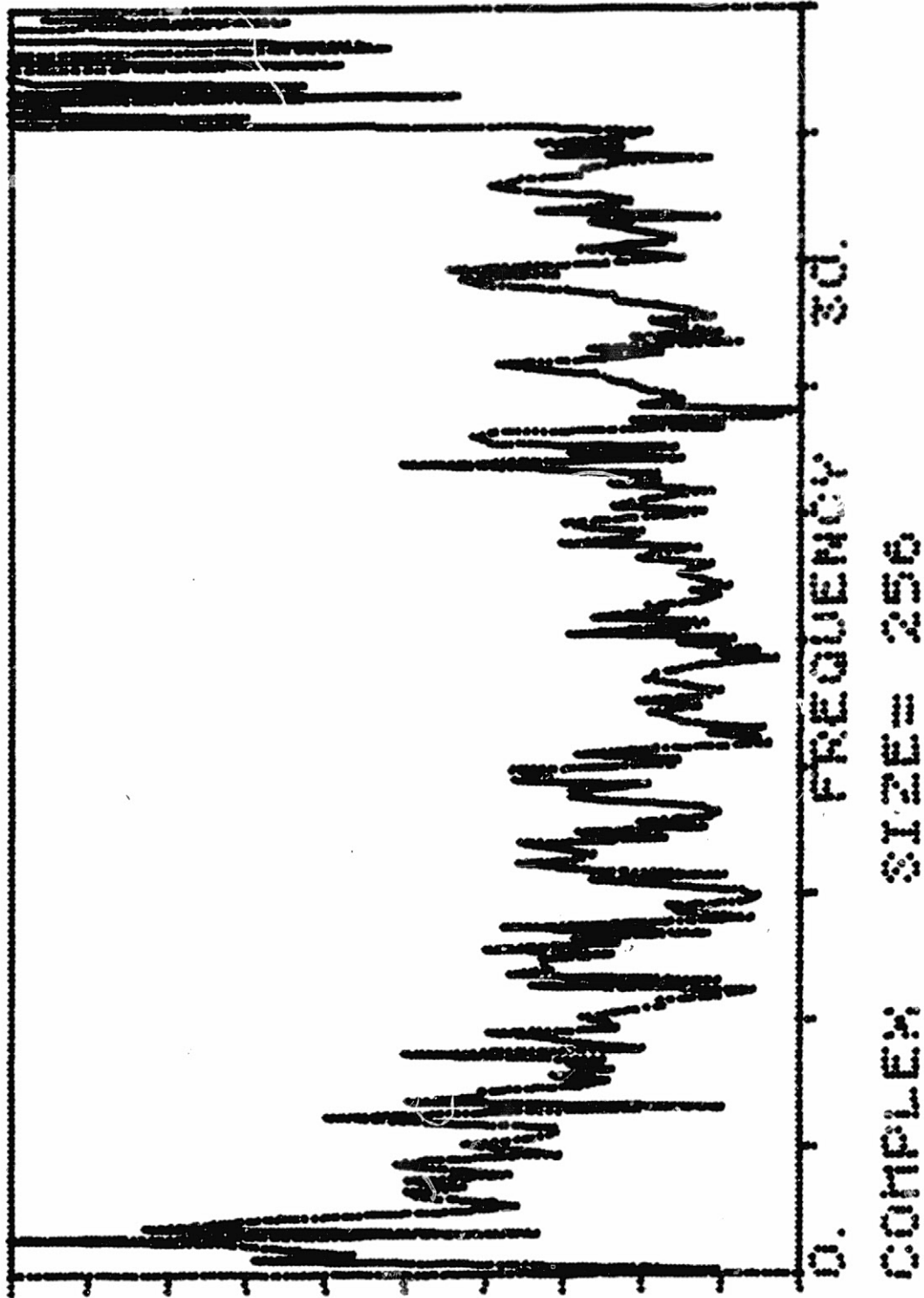
2.

HPG2

10.



FV3/FL1

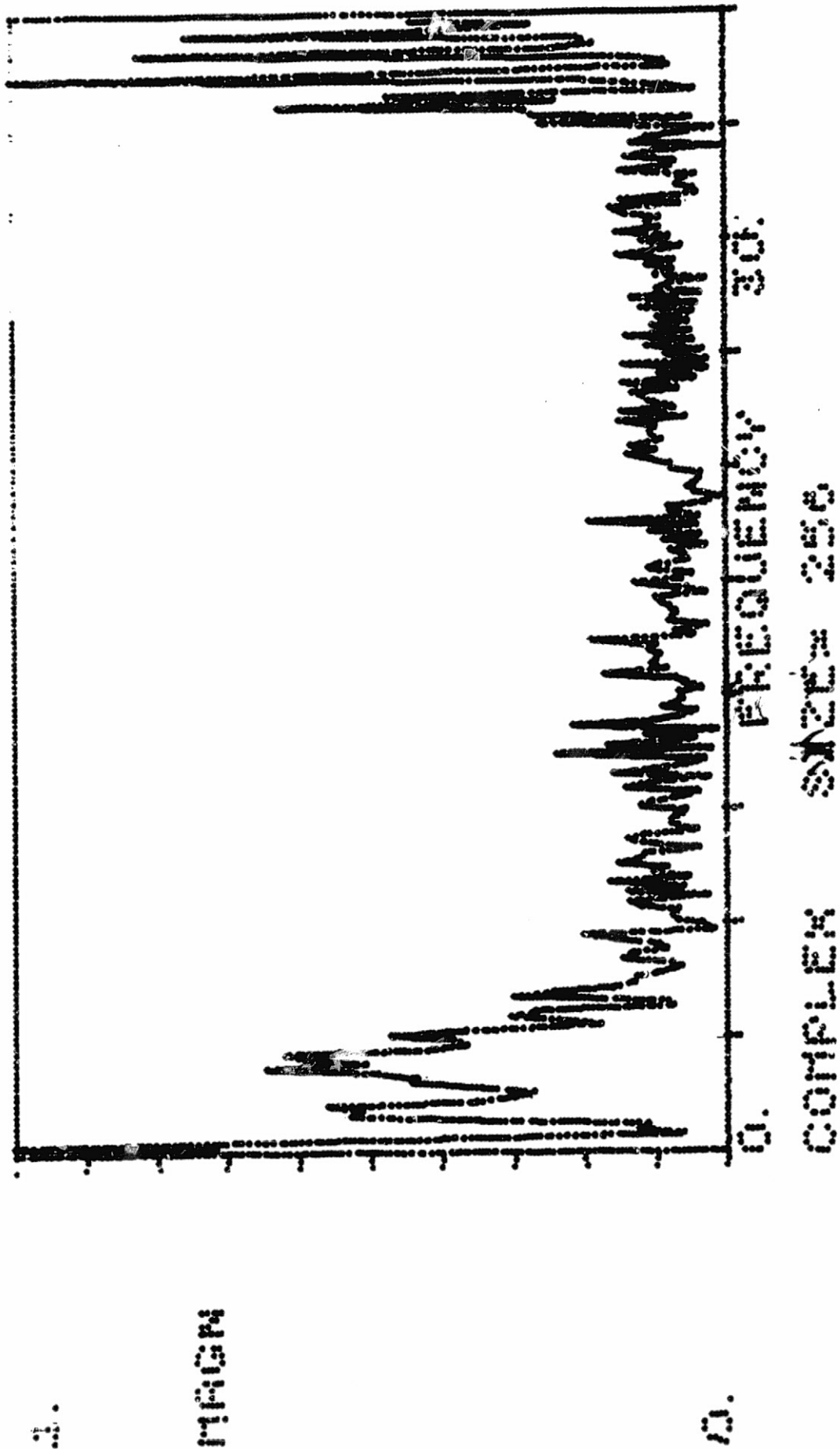


FV3/FL1

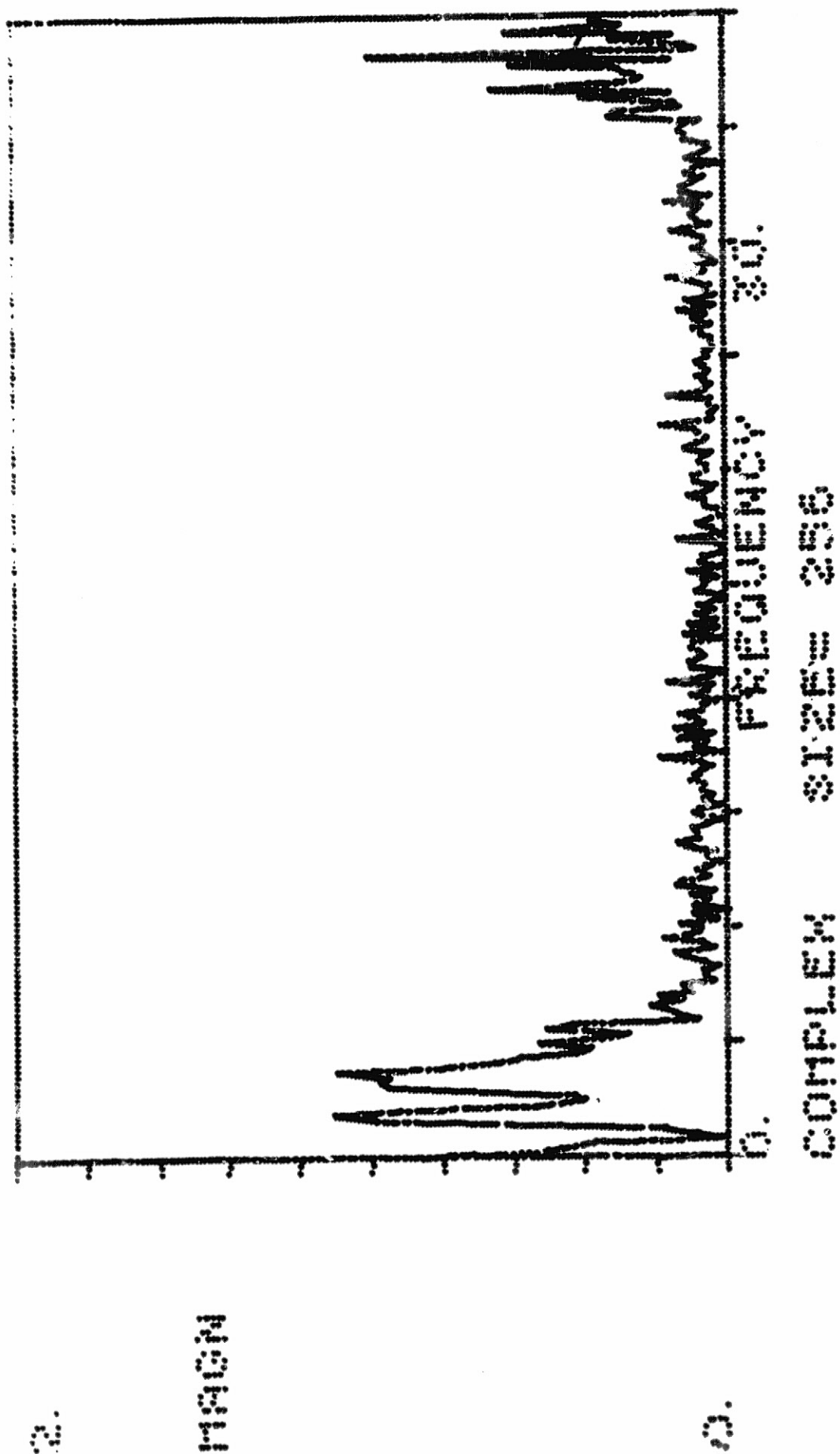
2.

1964

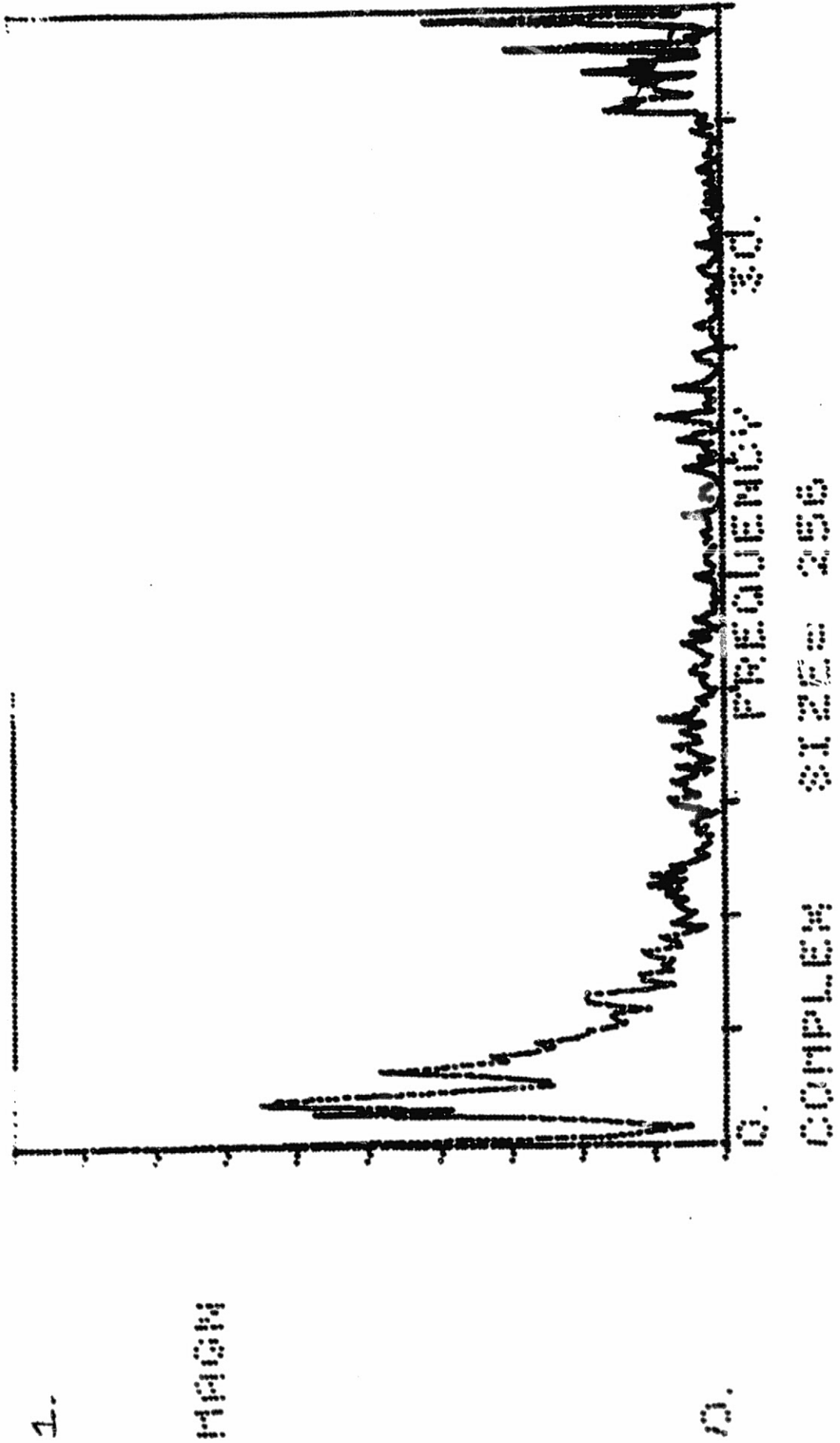
2.



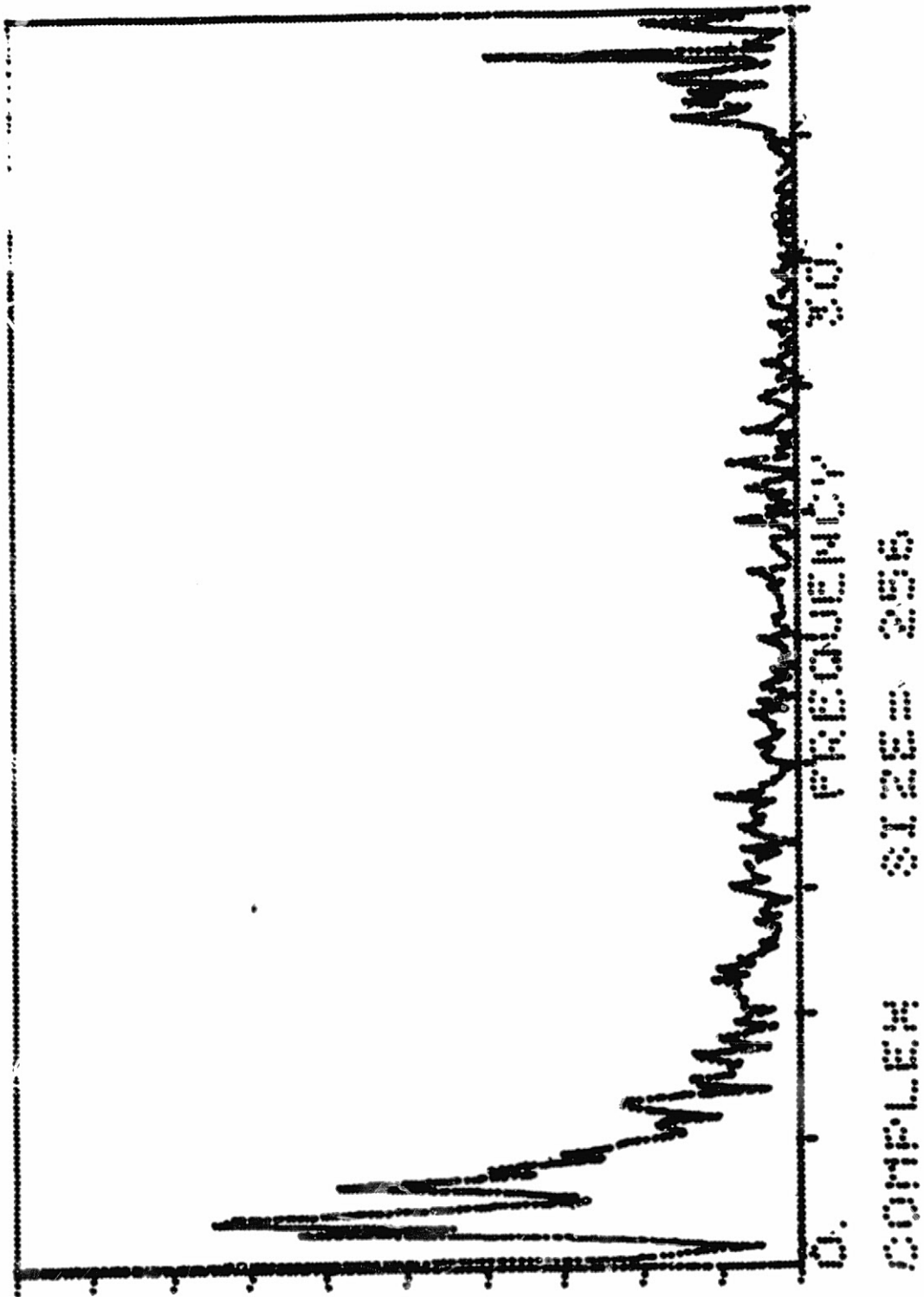
DVI/FL1



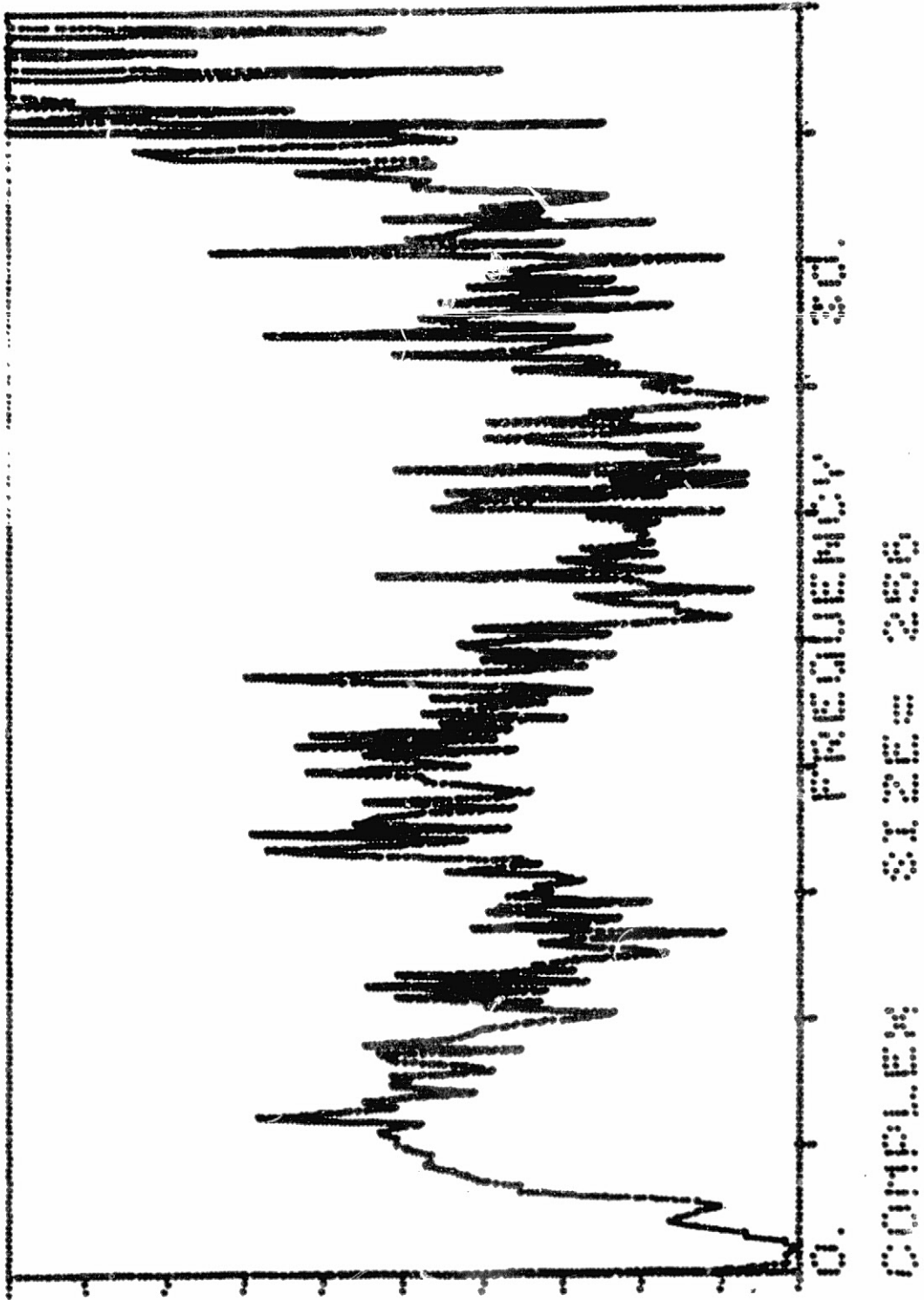




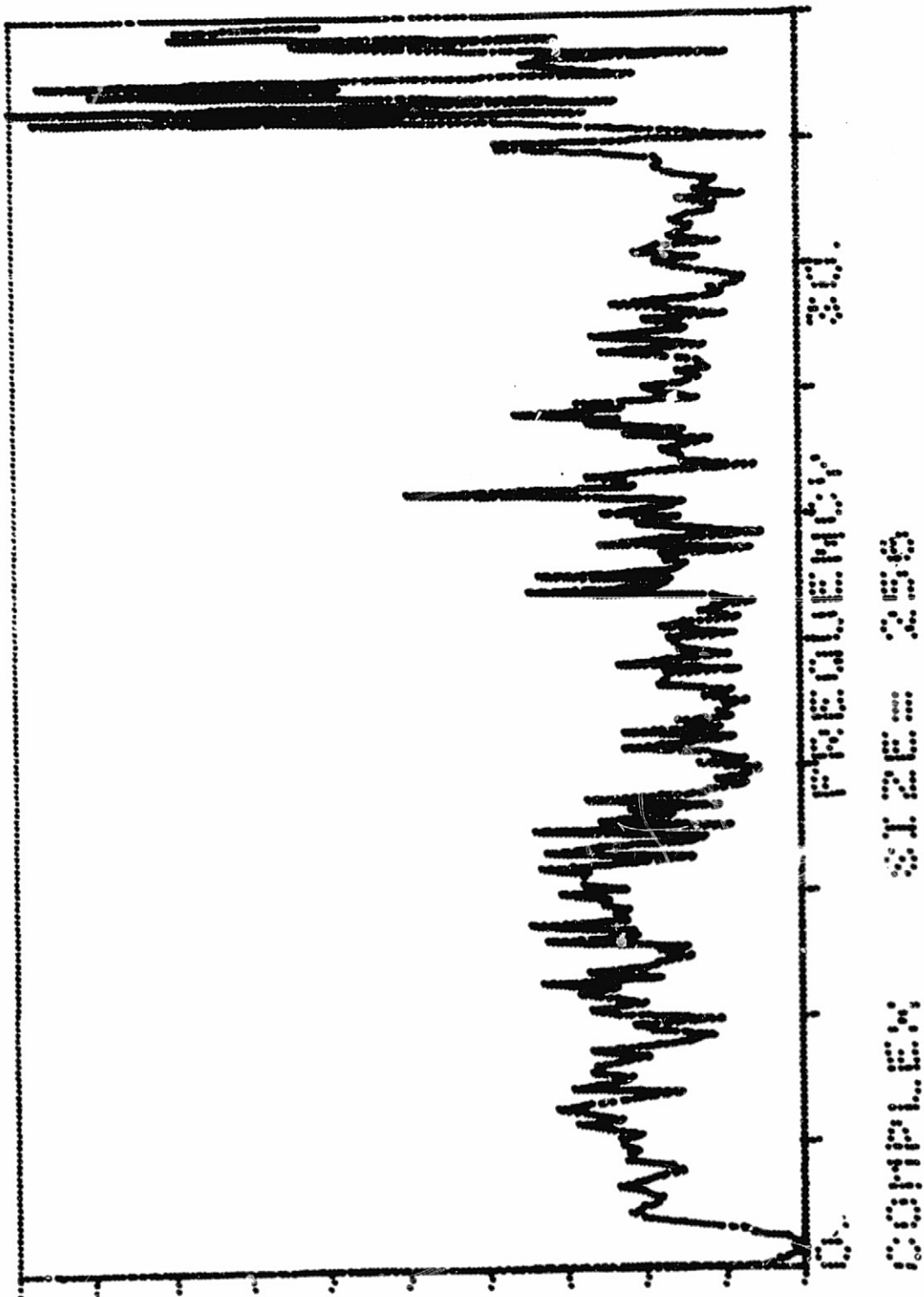
DV3/FL1



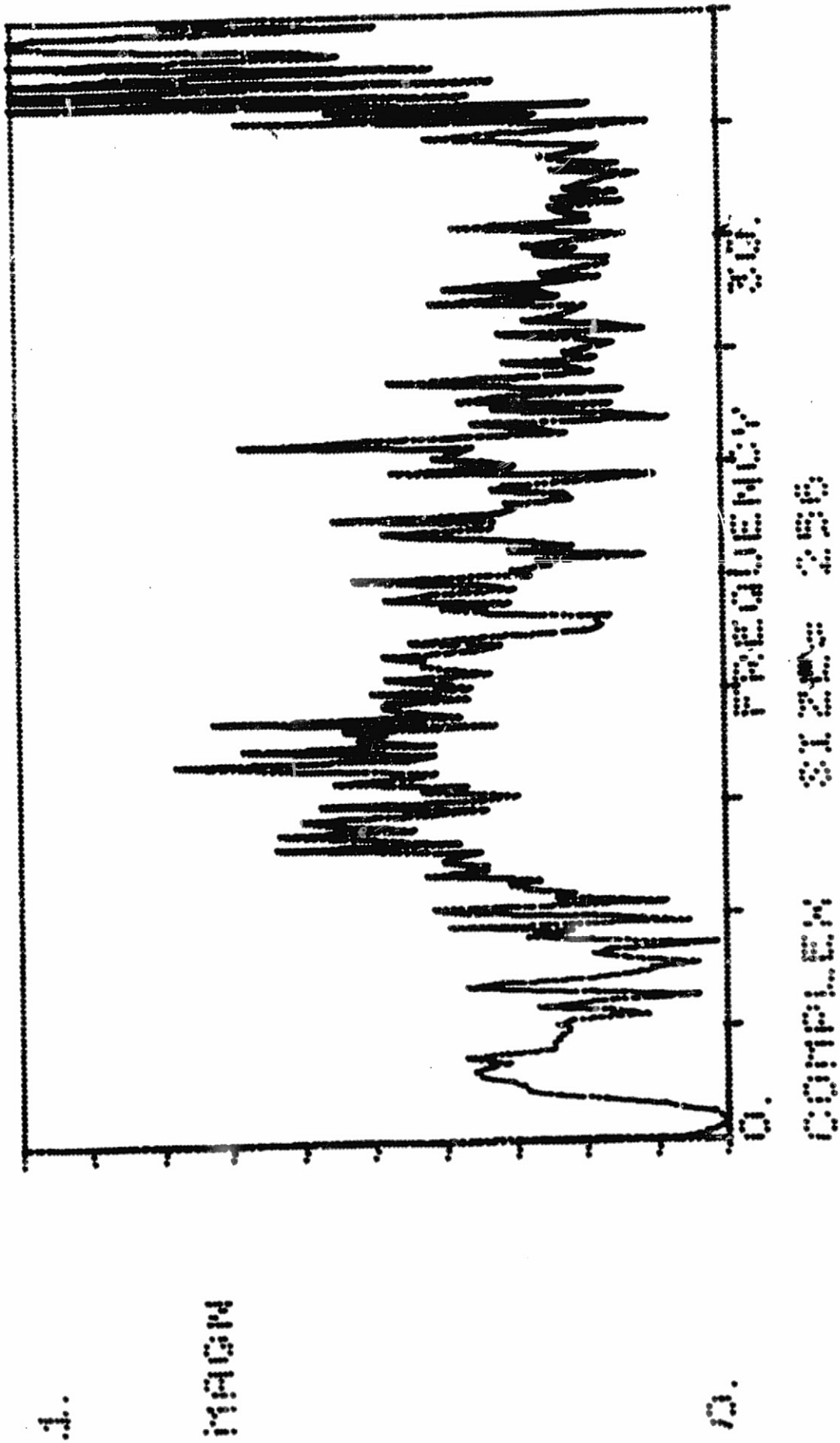
DV4/FL1



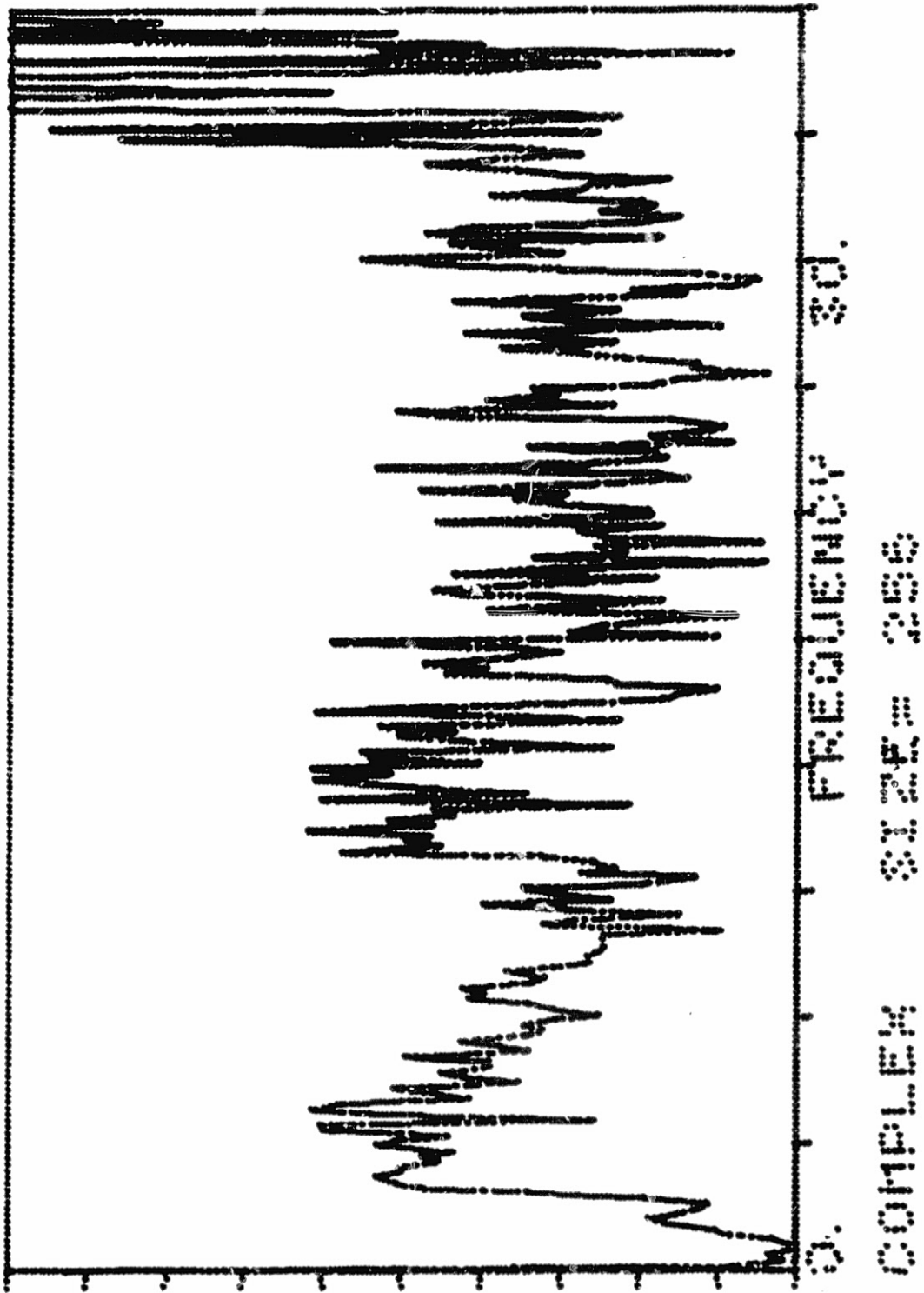
AV1/FL1



AV2/FL1

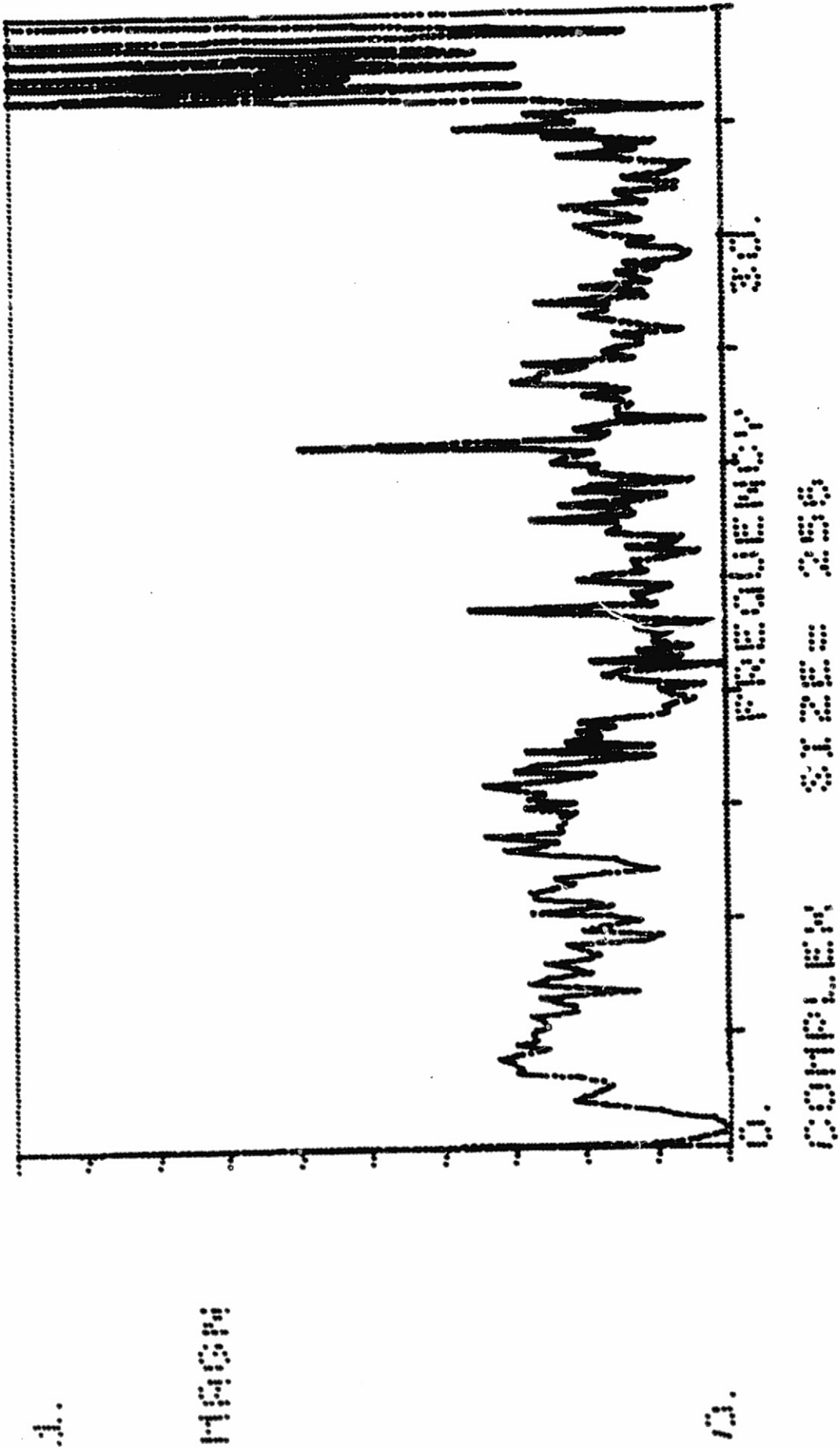


AV3/FL1

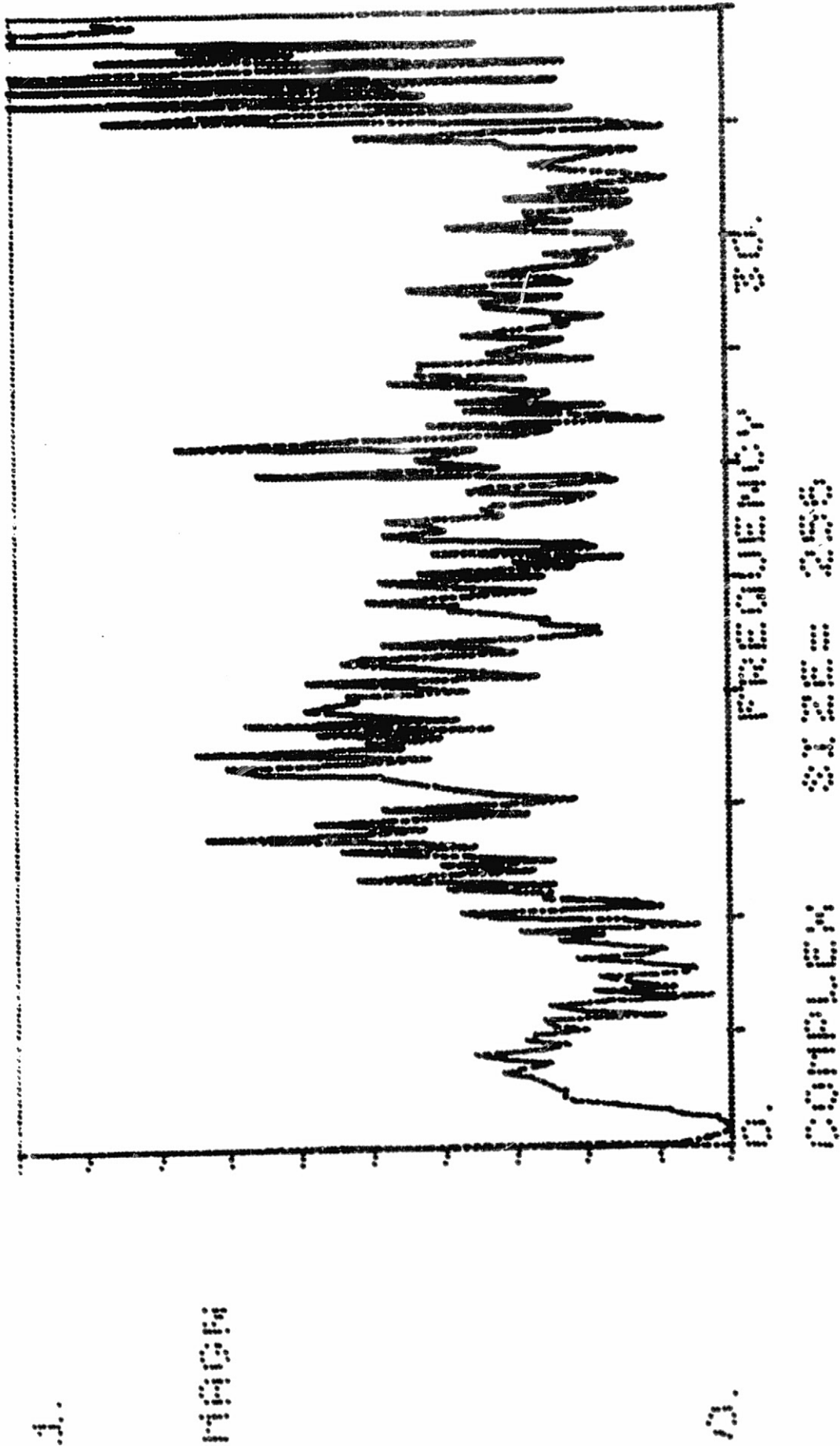


AV4/FL1

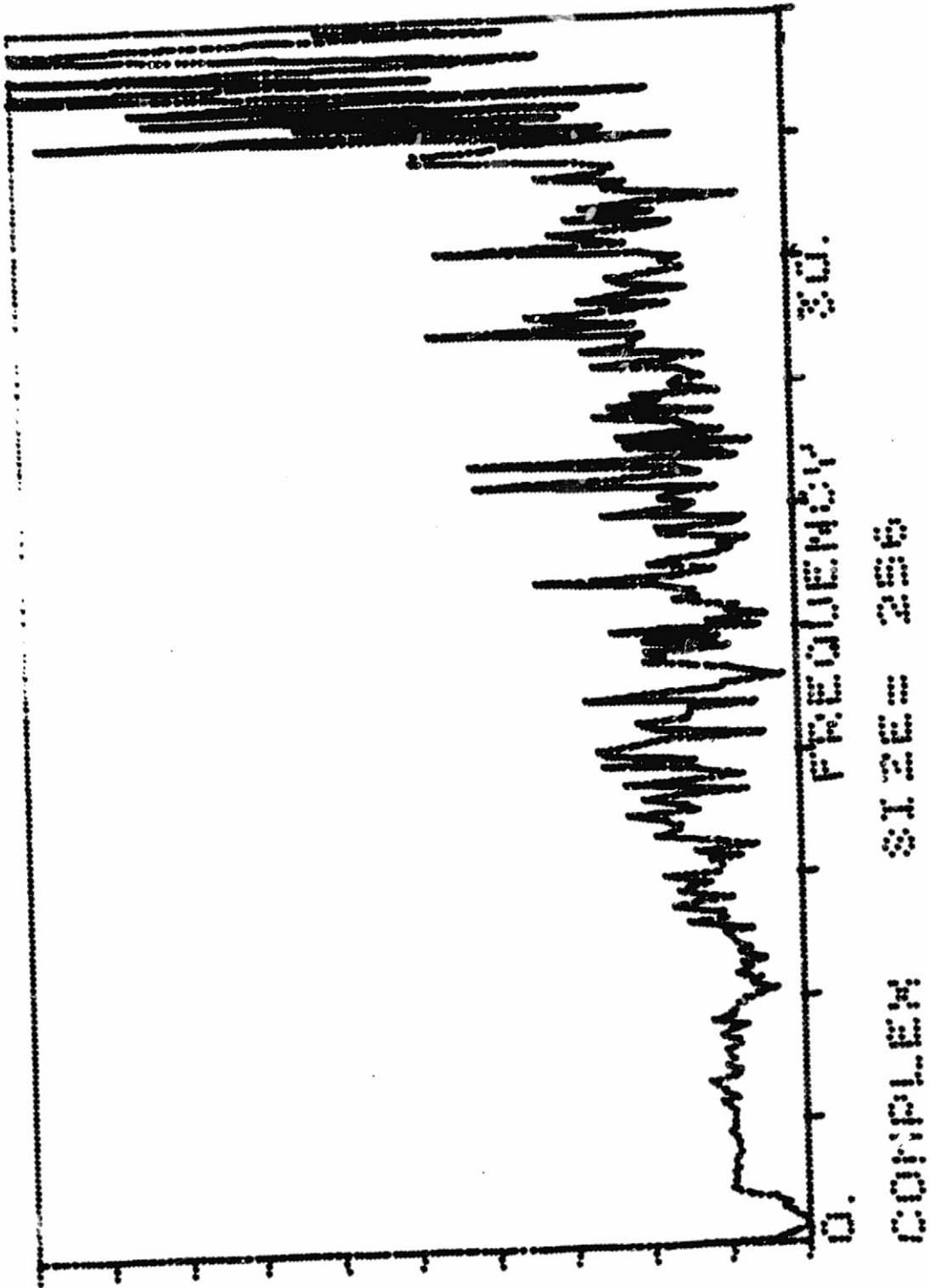




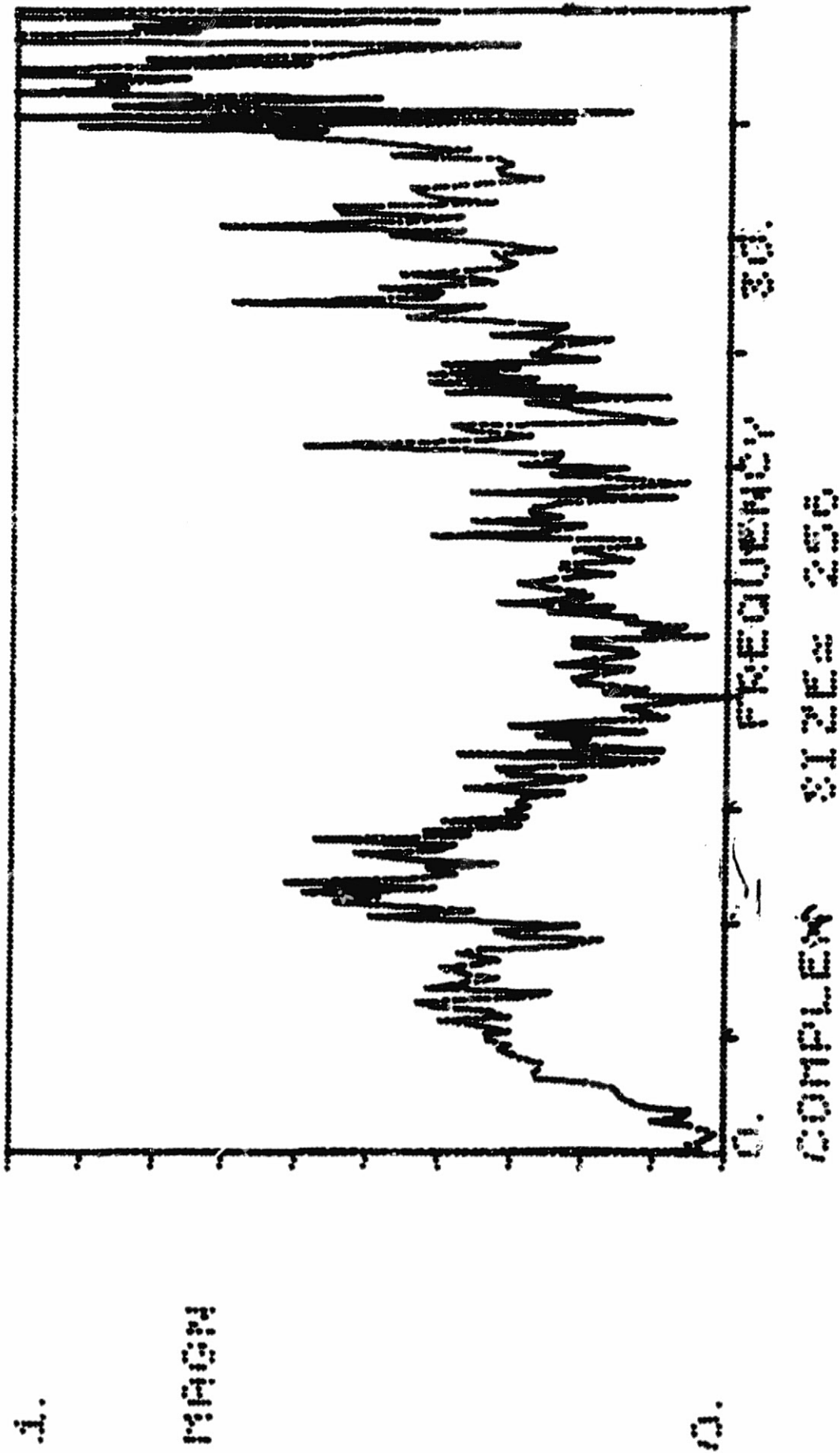
AV5/FL1



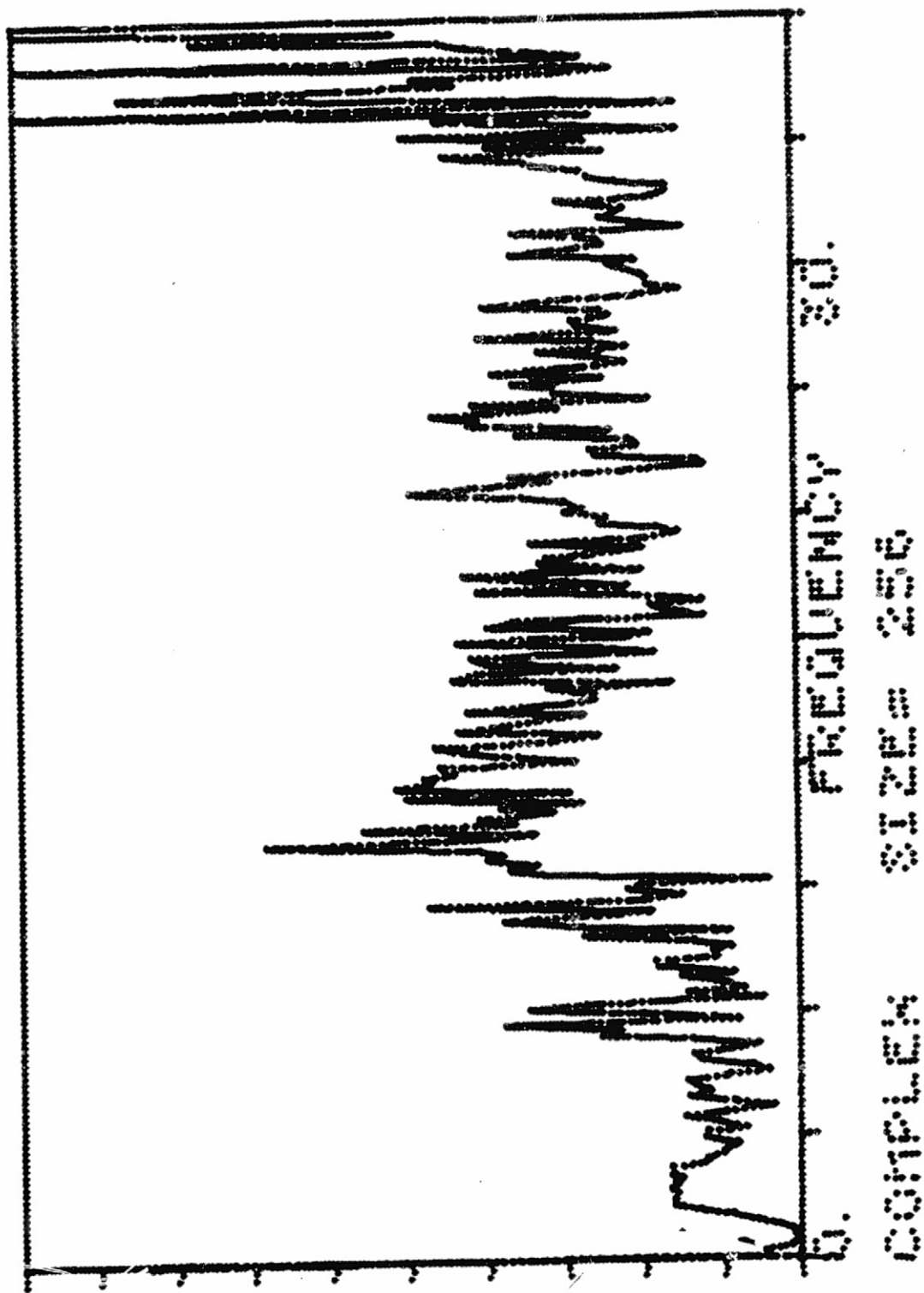
AV6/FL1



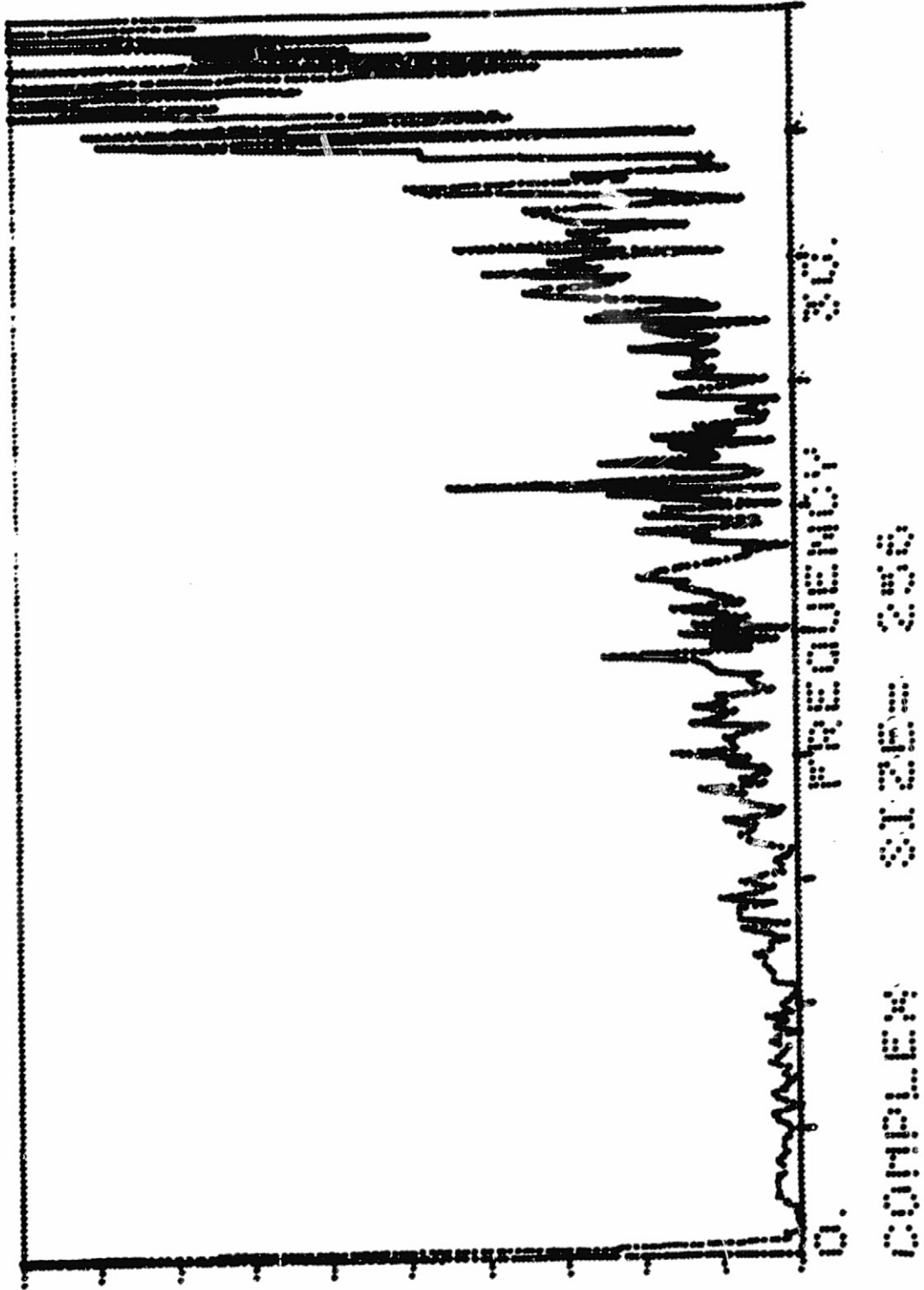
ALL/FL1



AL2/FL1



AL3/FL1



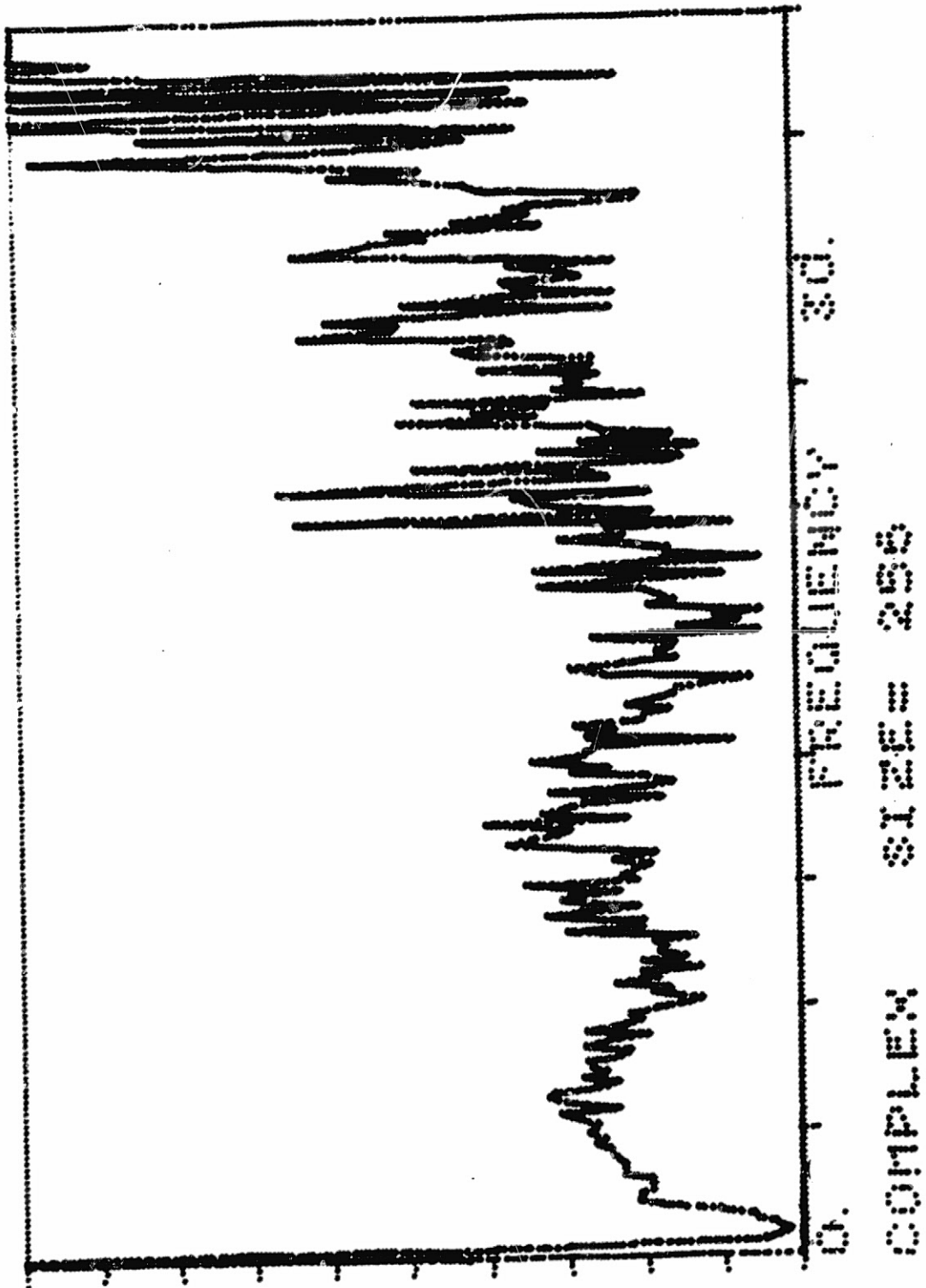
a.

14664

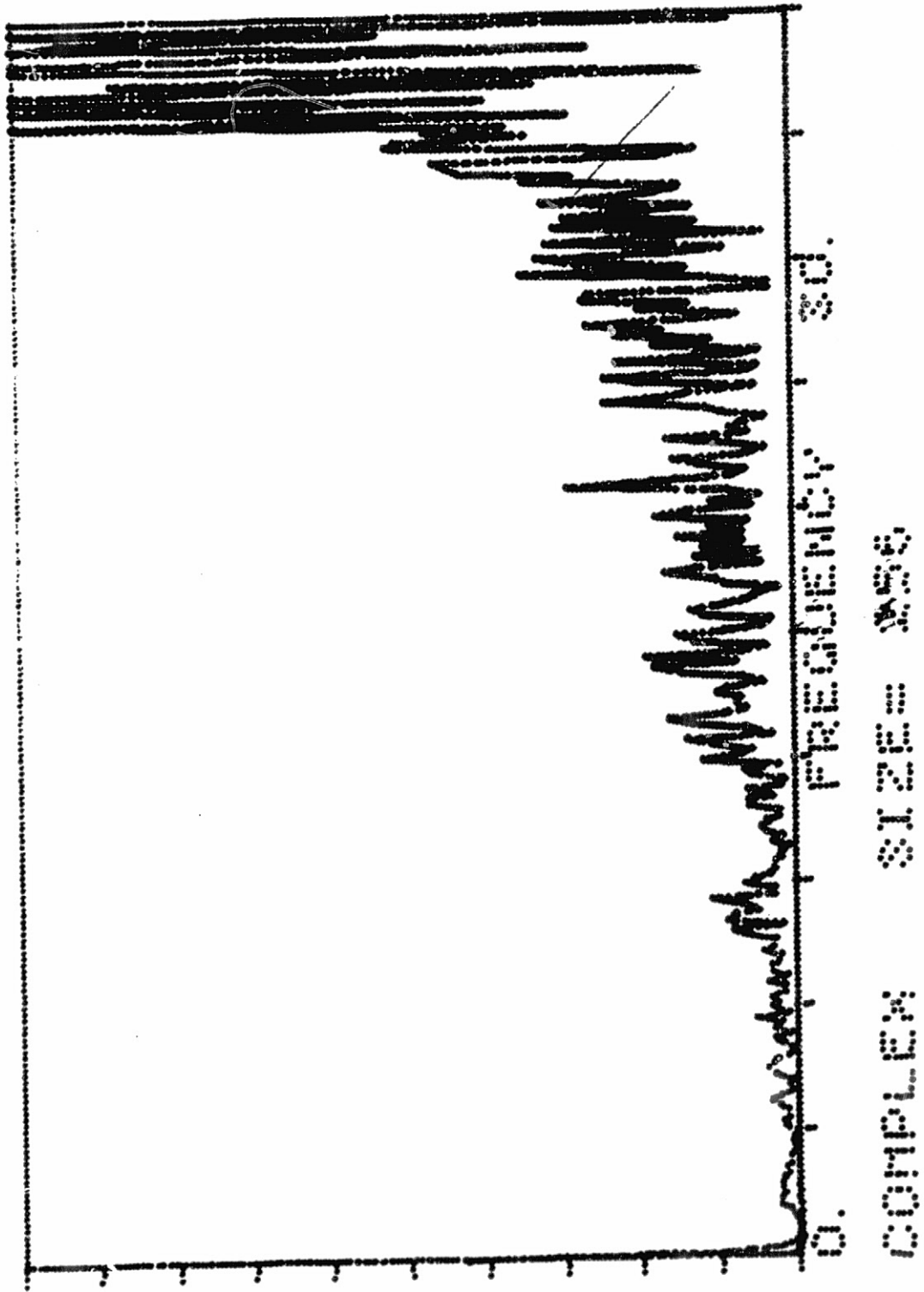
a.

AL6/FL1

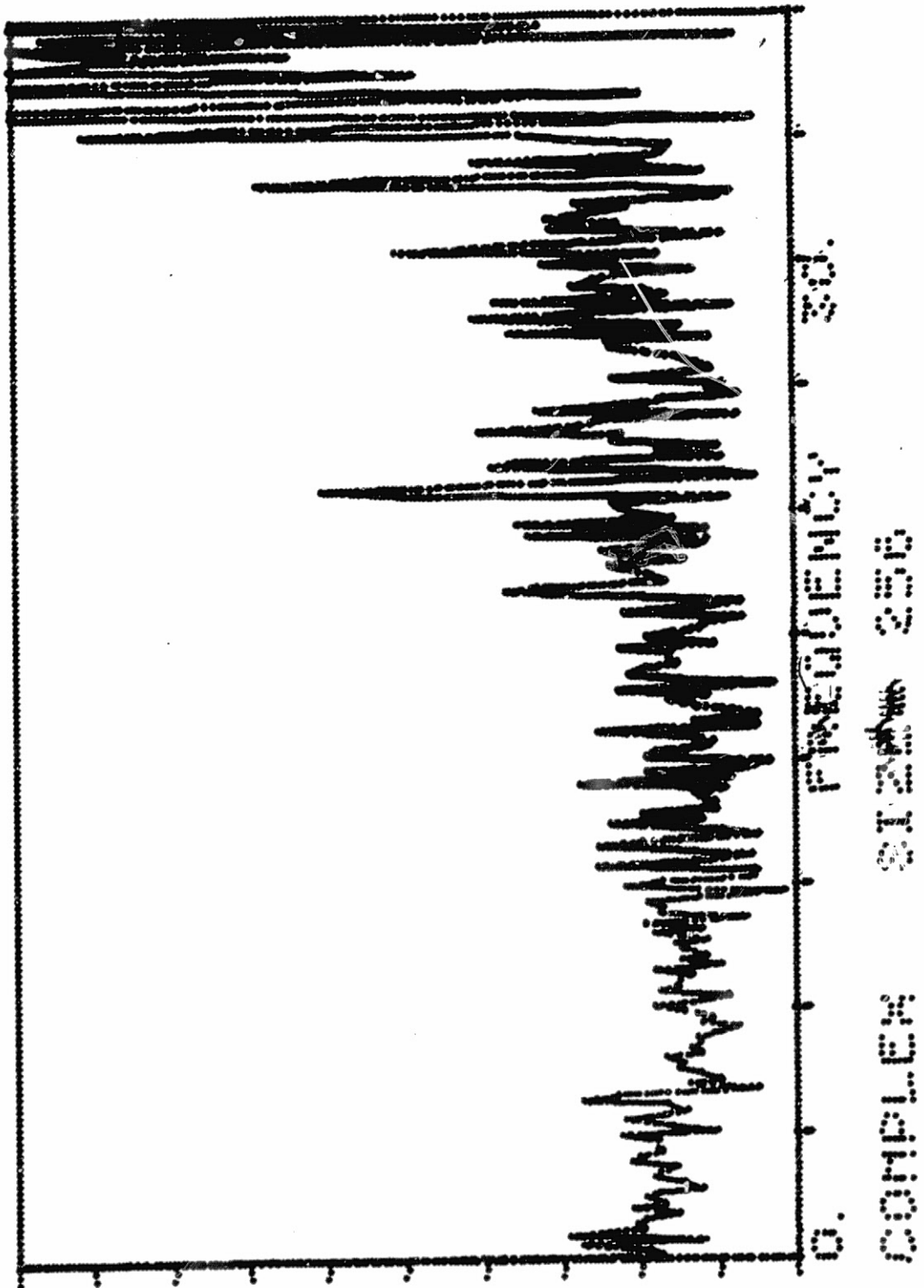




AL7/FL1



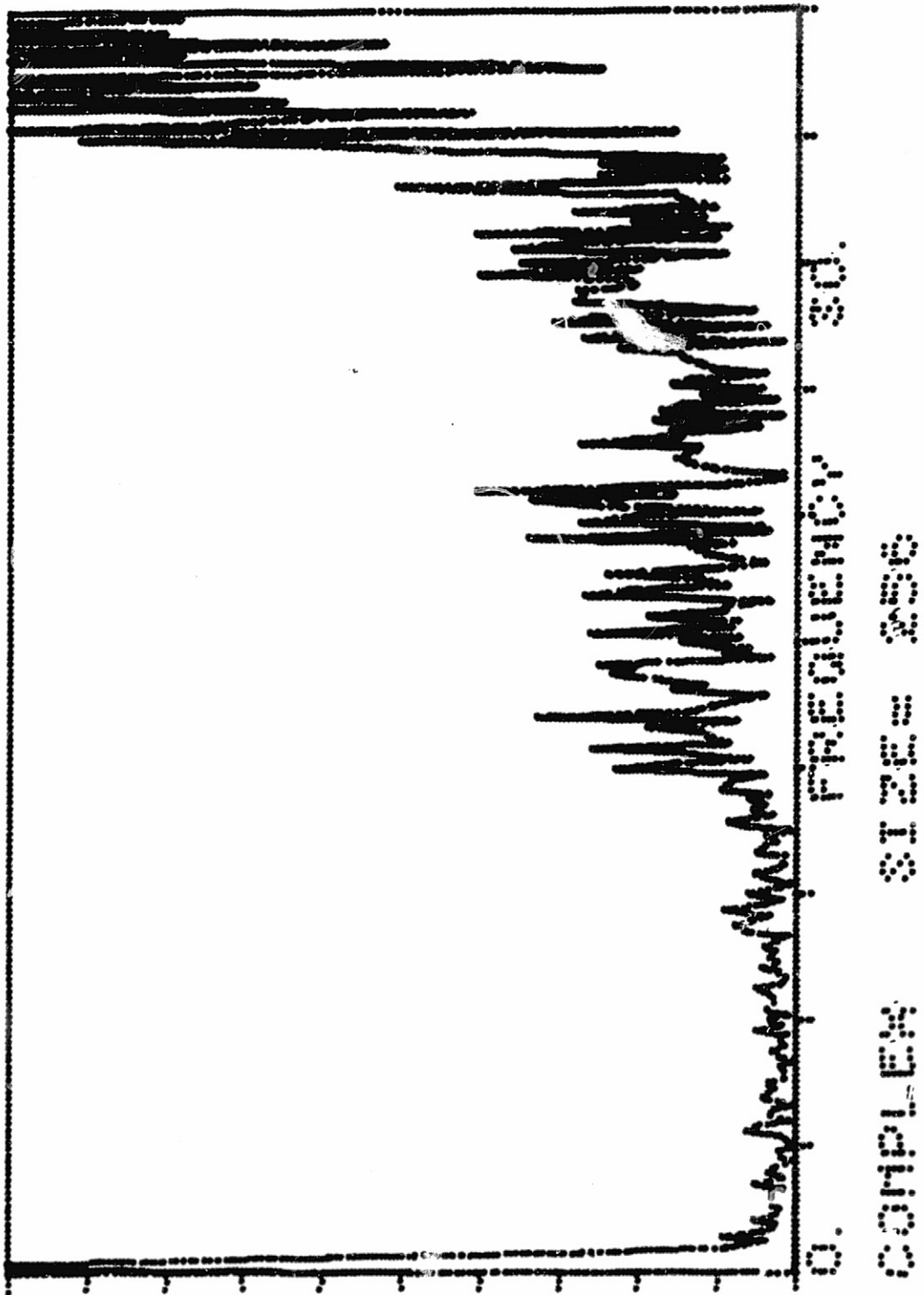
ALL/FLI


 $\Delta P/FL1$ 

5.

HIGH

D.



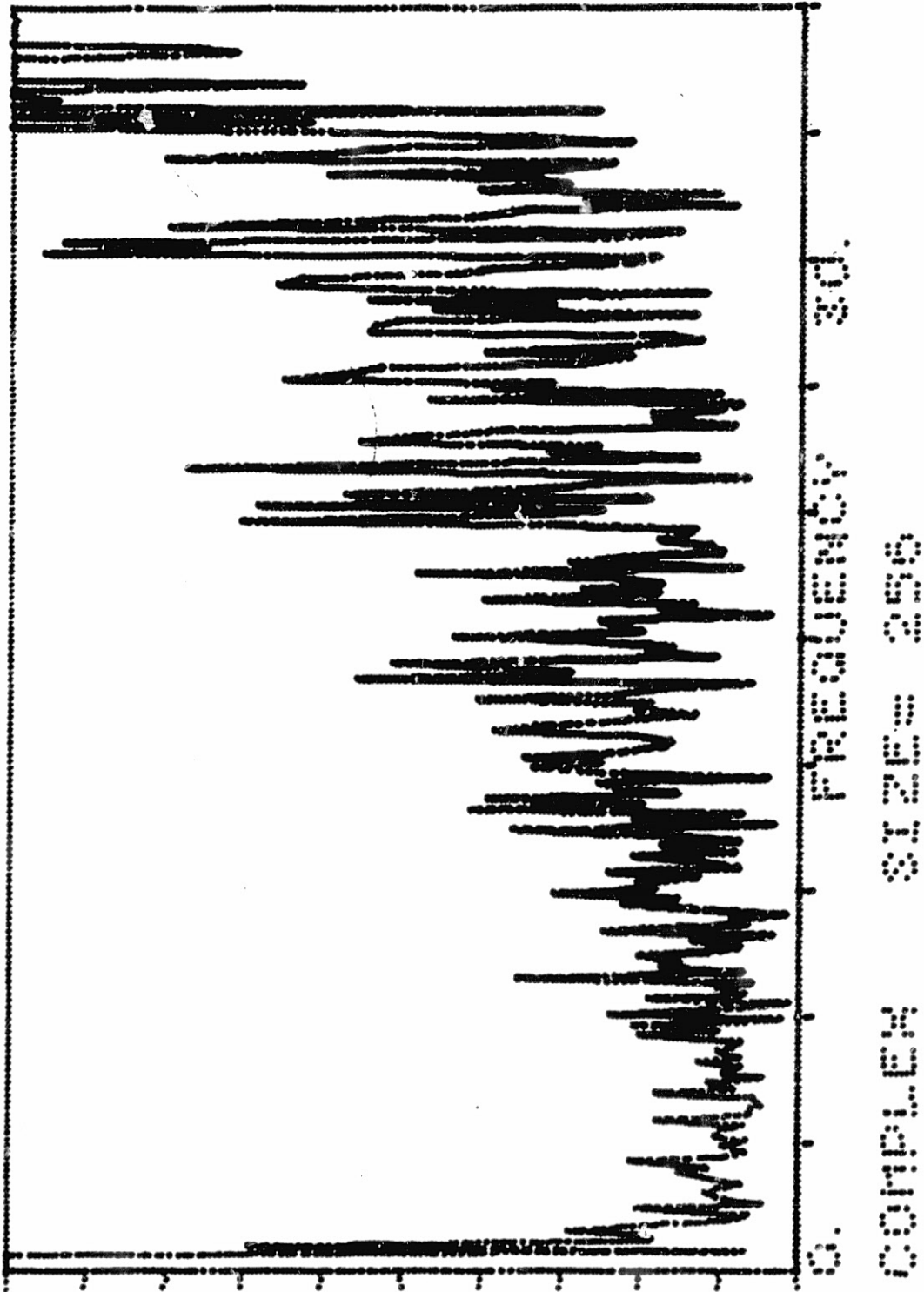
AL4/FL1

1190M

2.

10.





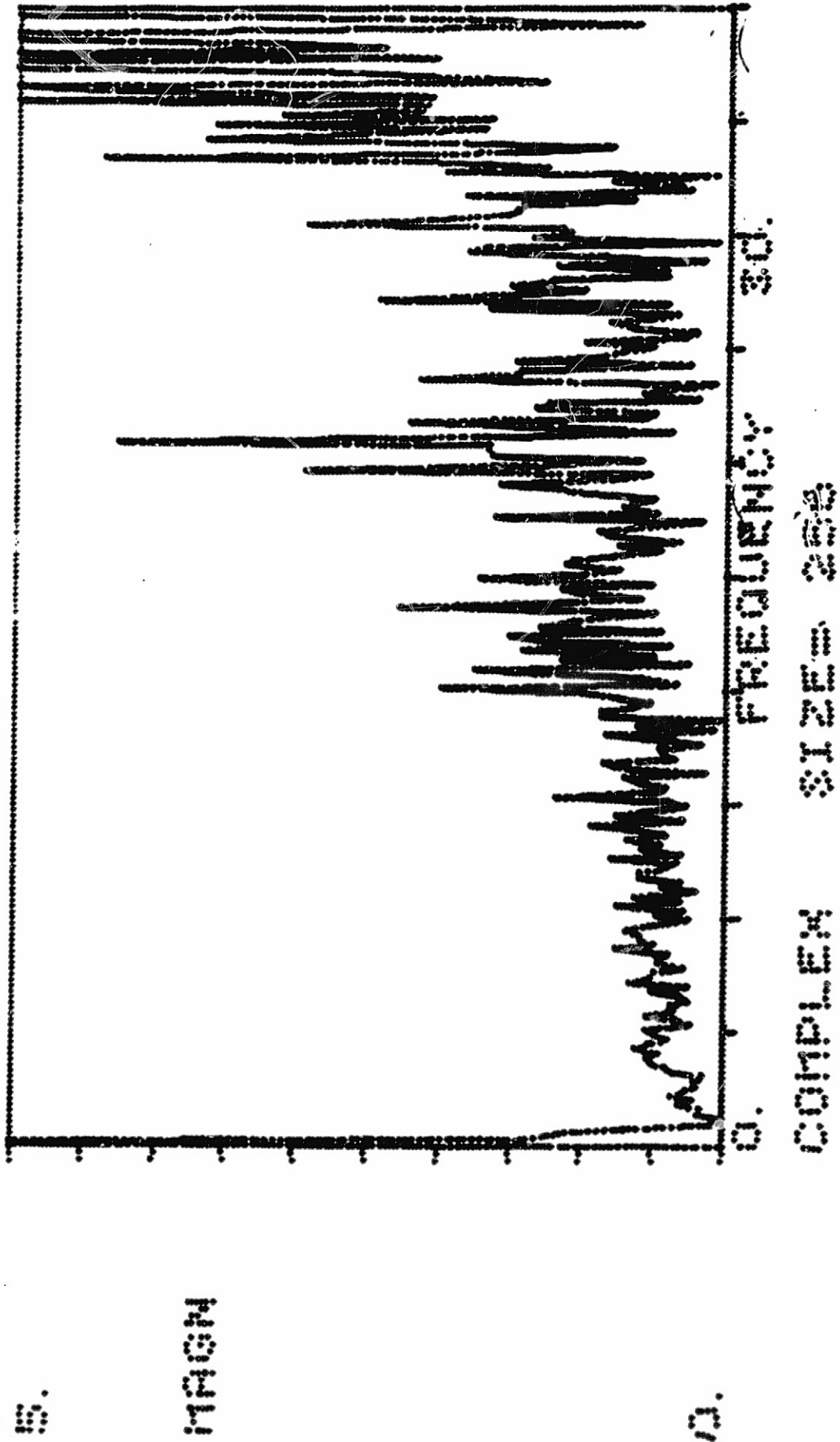
AL8/FL1

2.

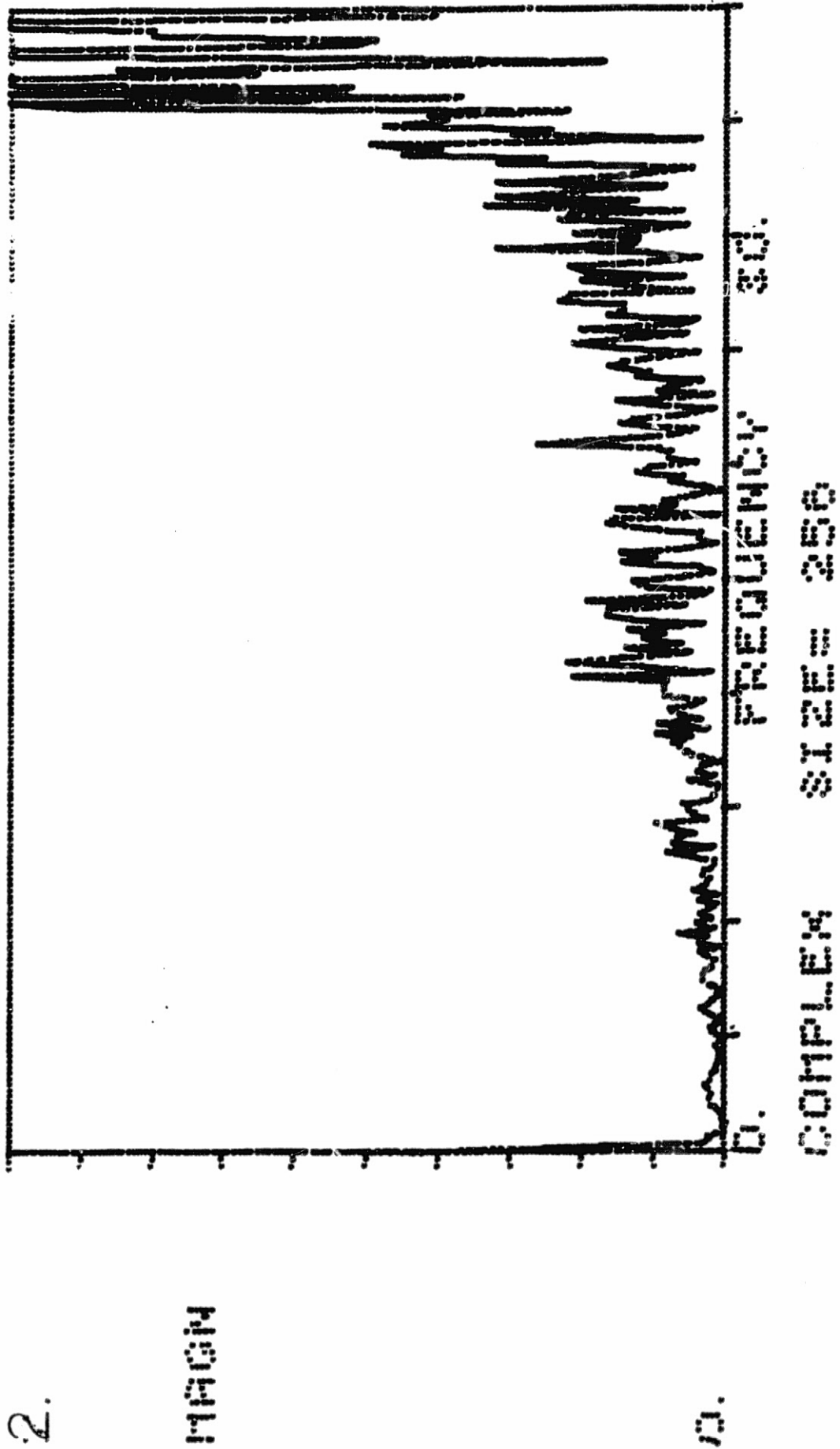
202

10.

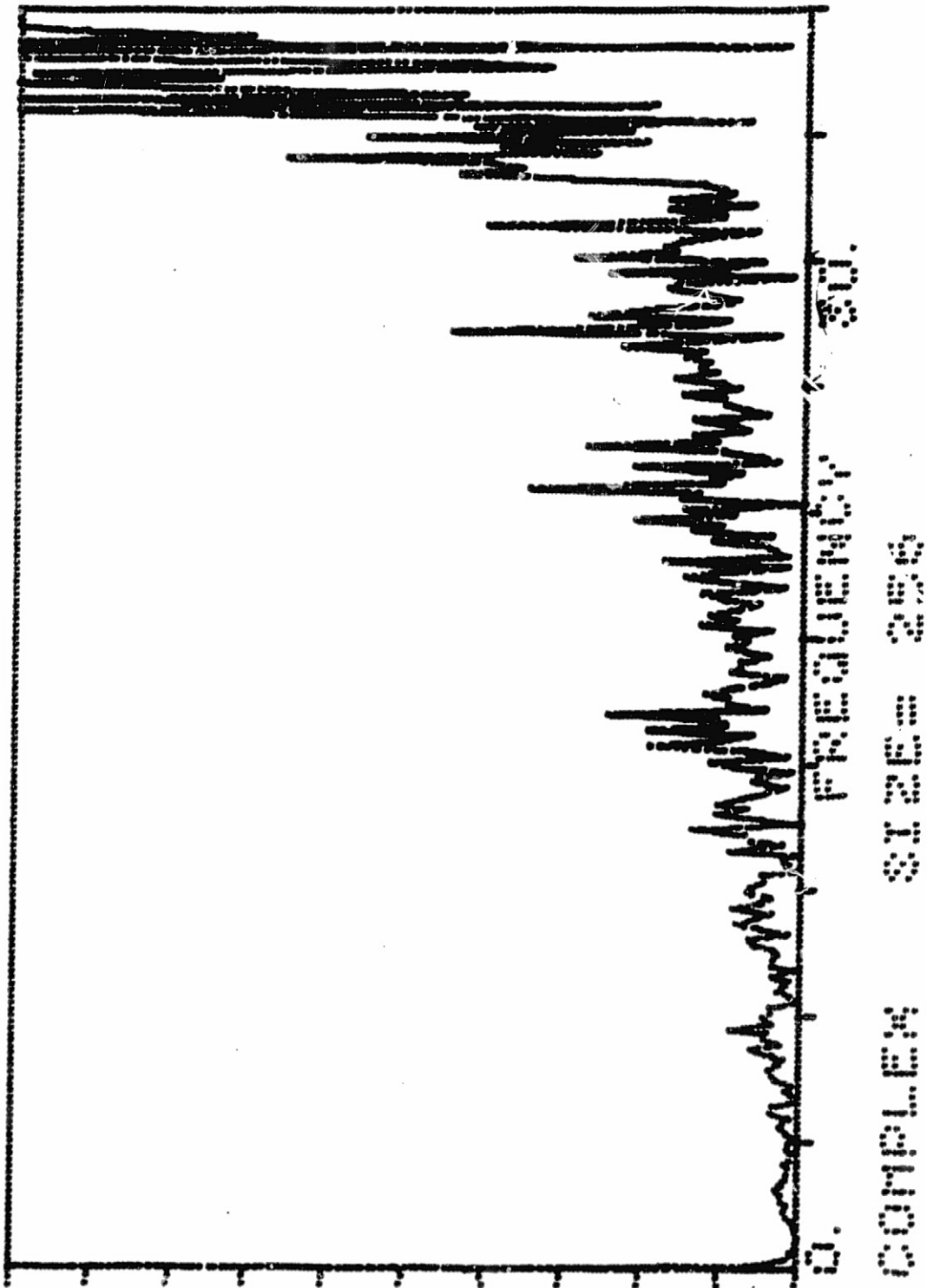




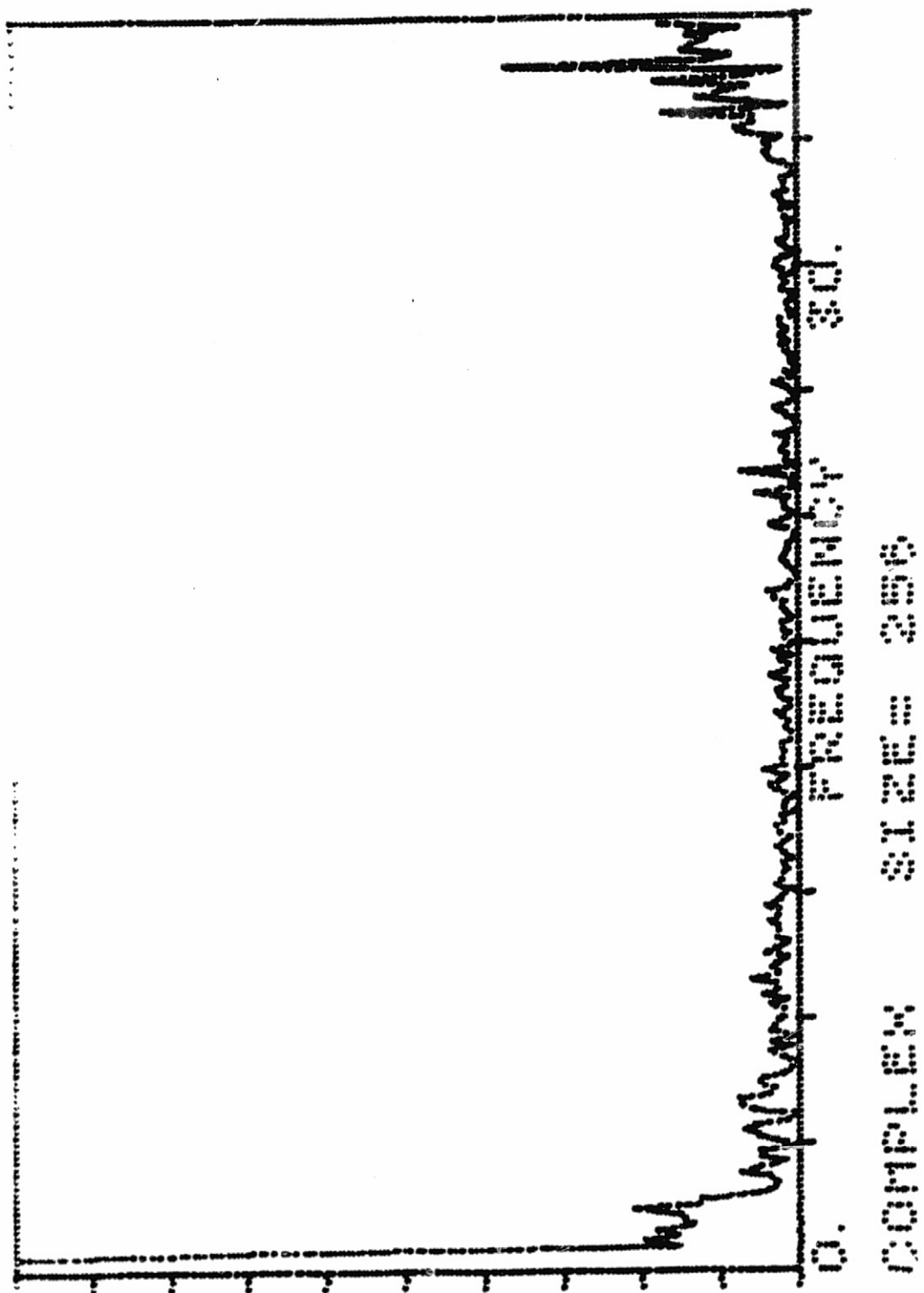
AL9/FL1



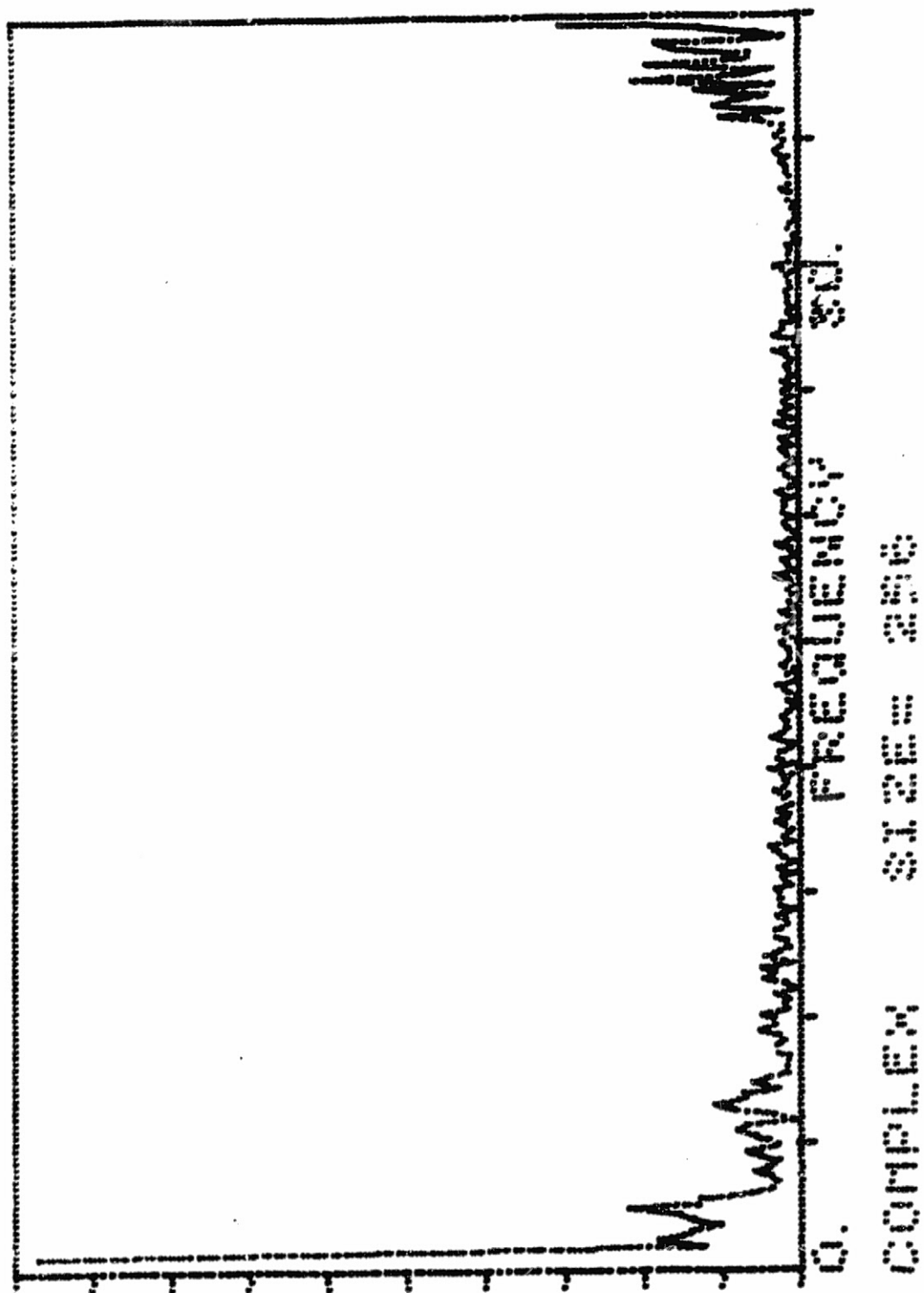
AL10/FL1

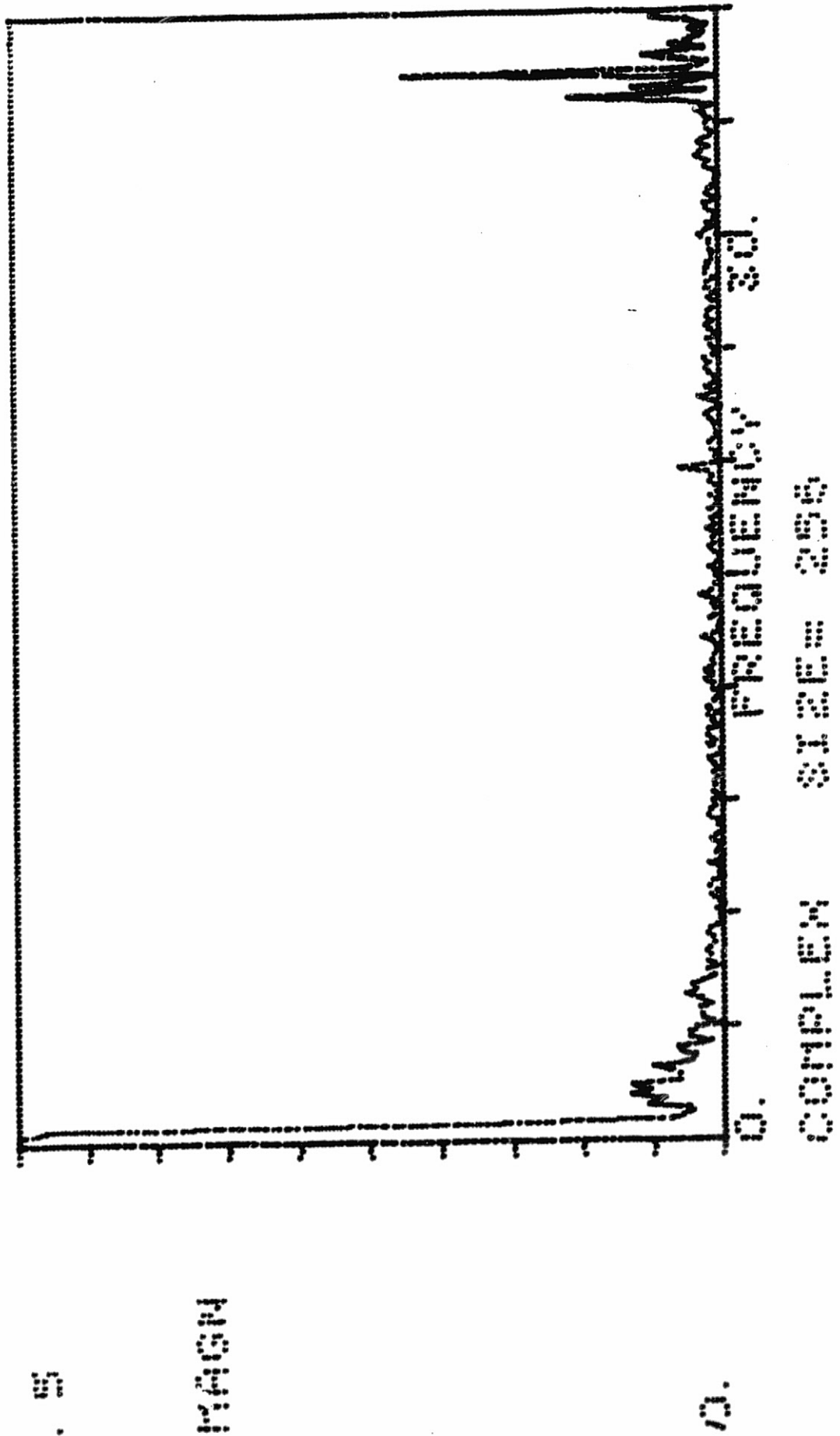


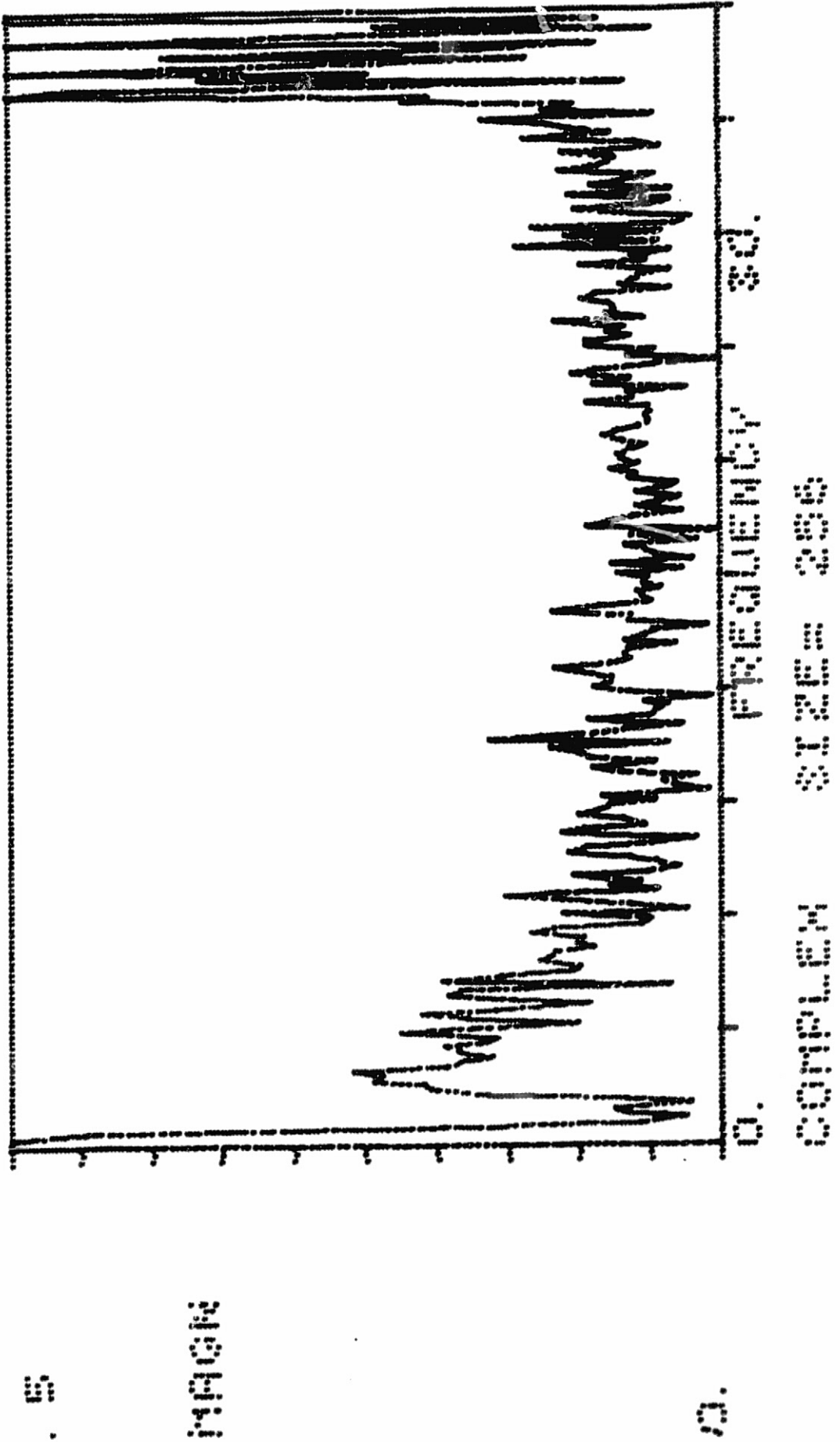
AL12/FL1



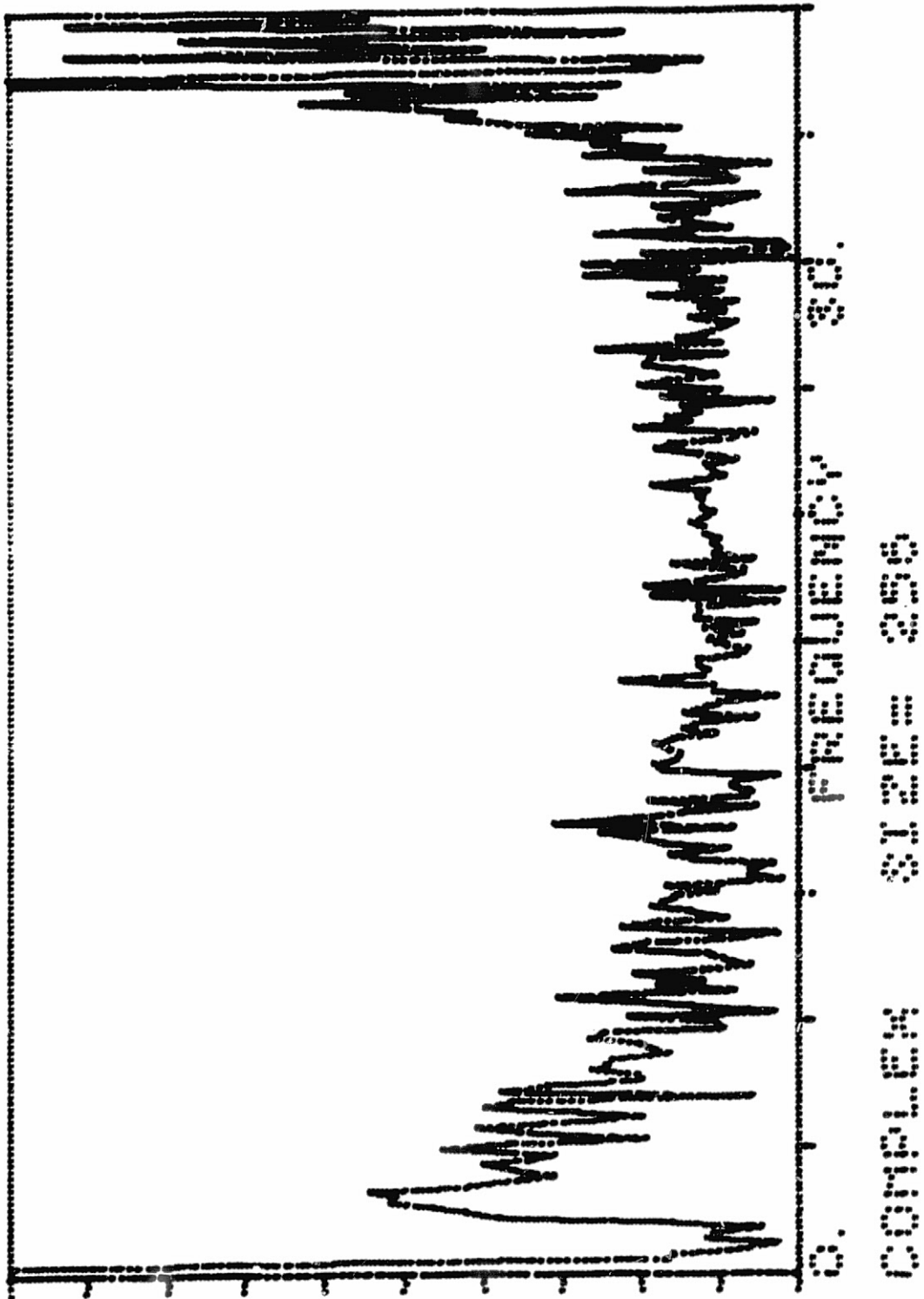
DL1/FL1



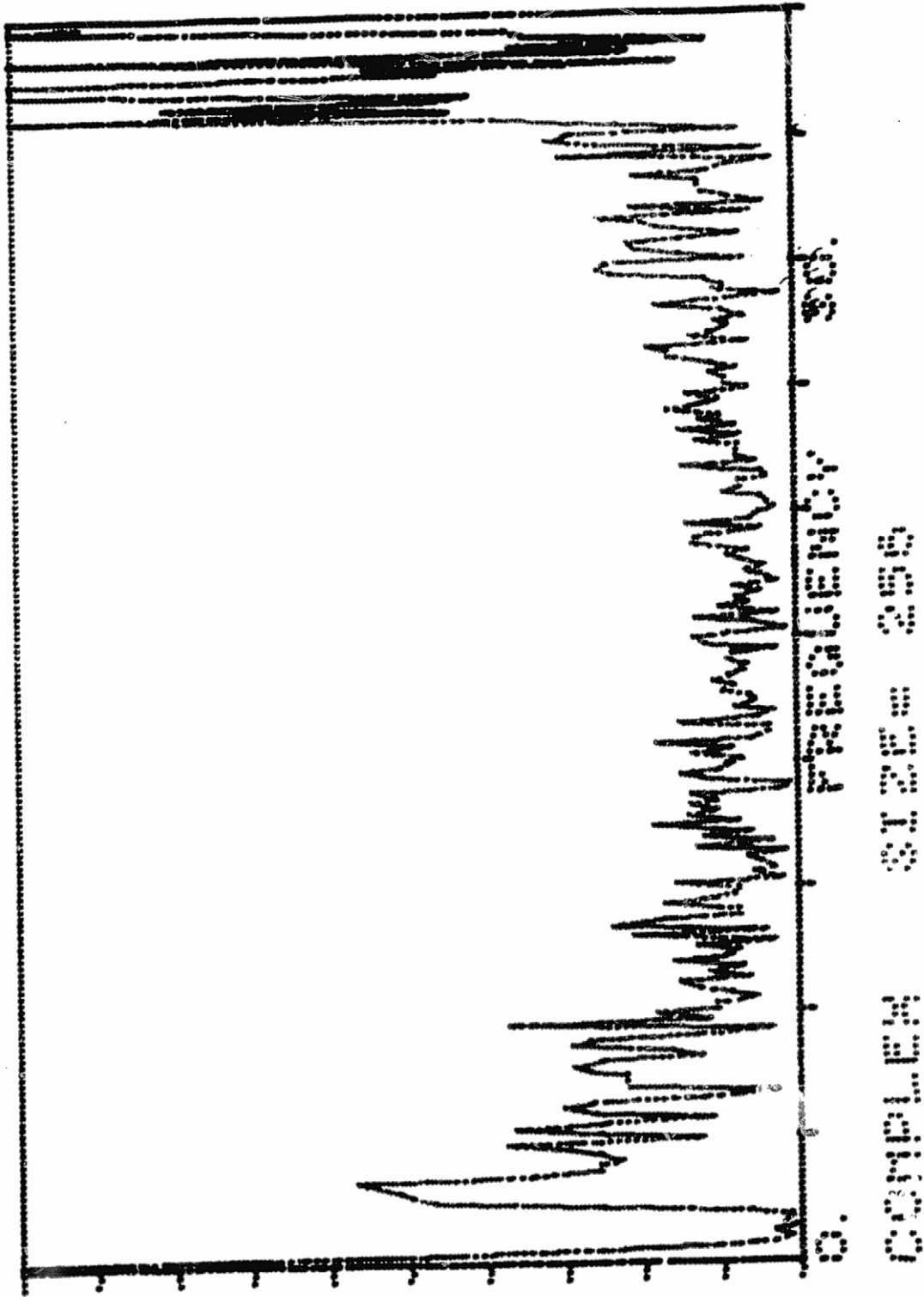




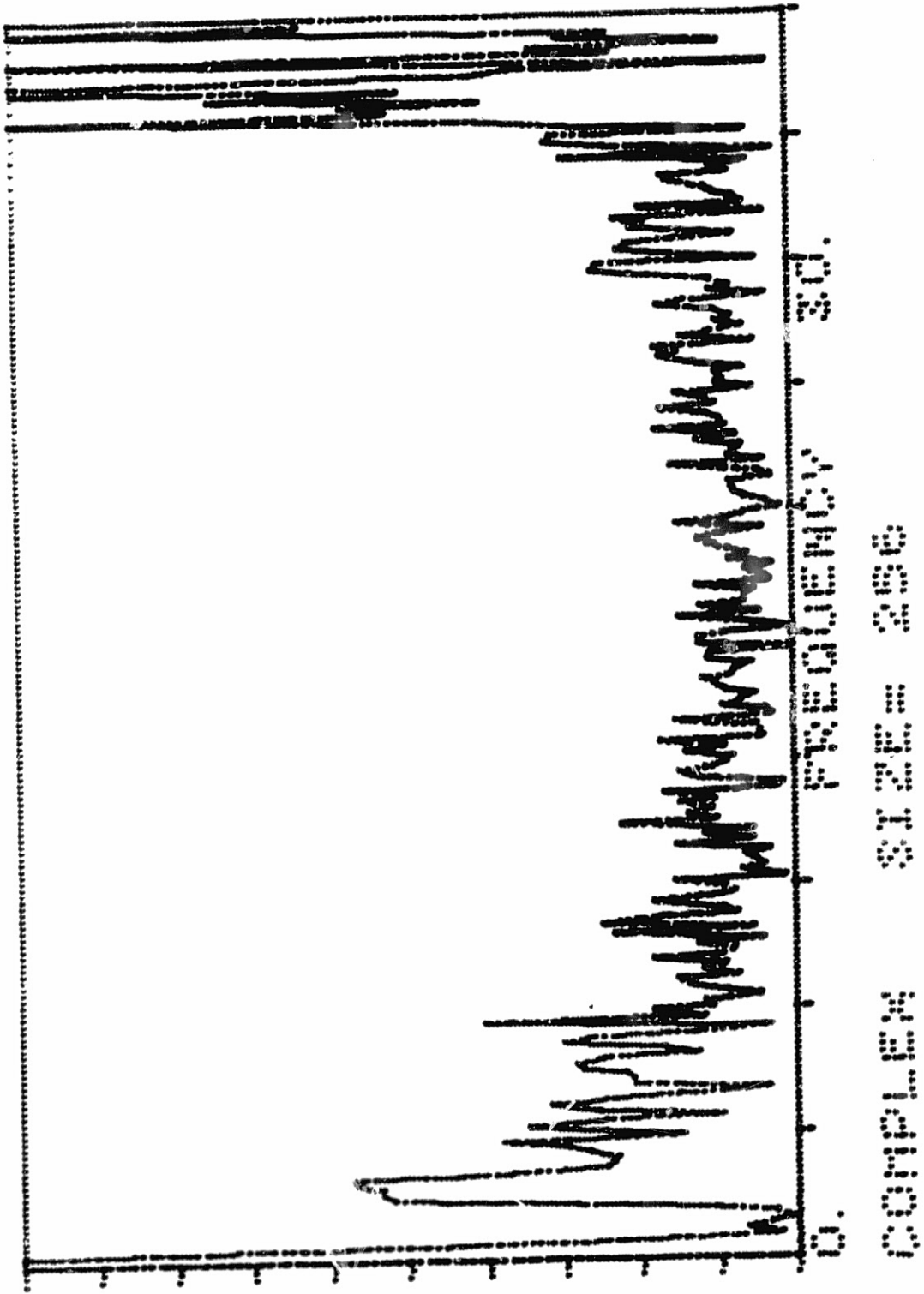




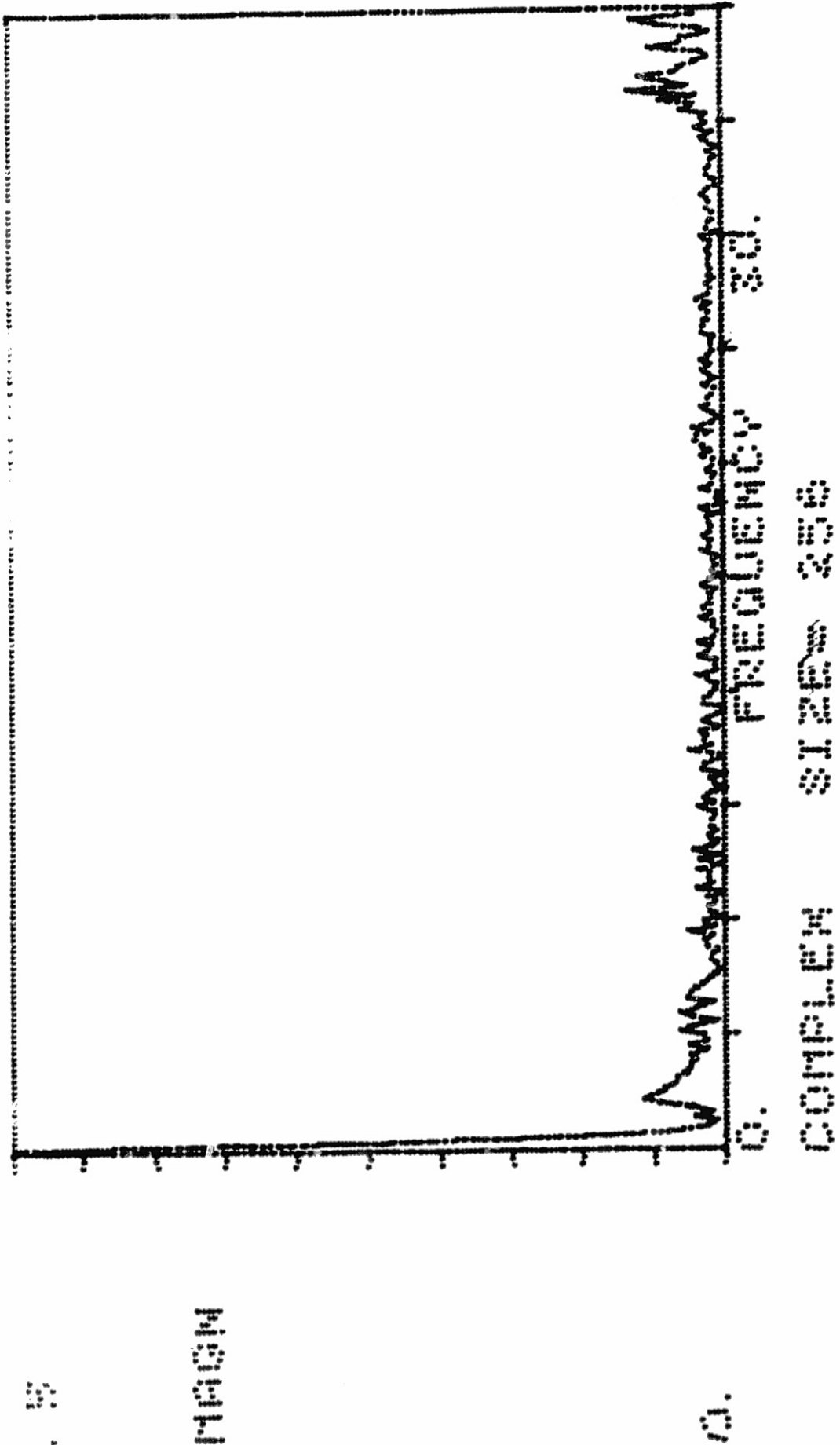
DL5/FL1



DL6/FL1



DL7/FL1



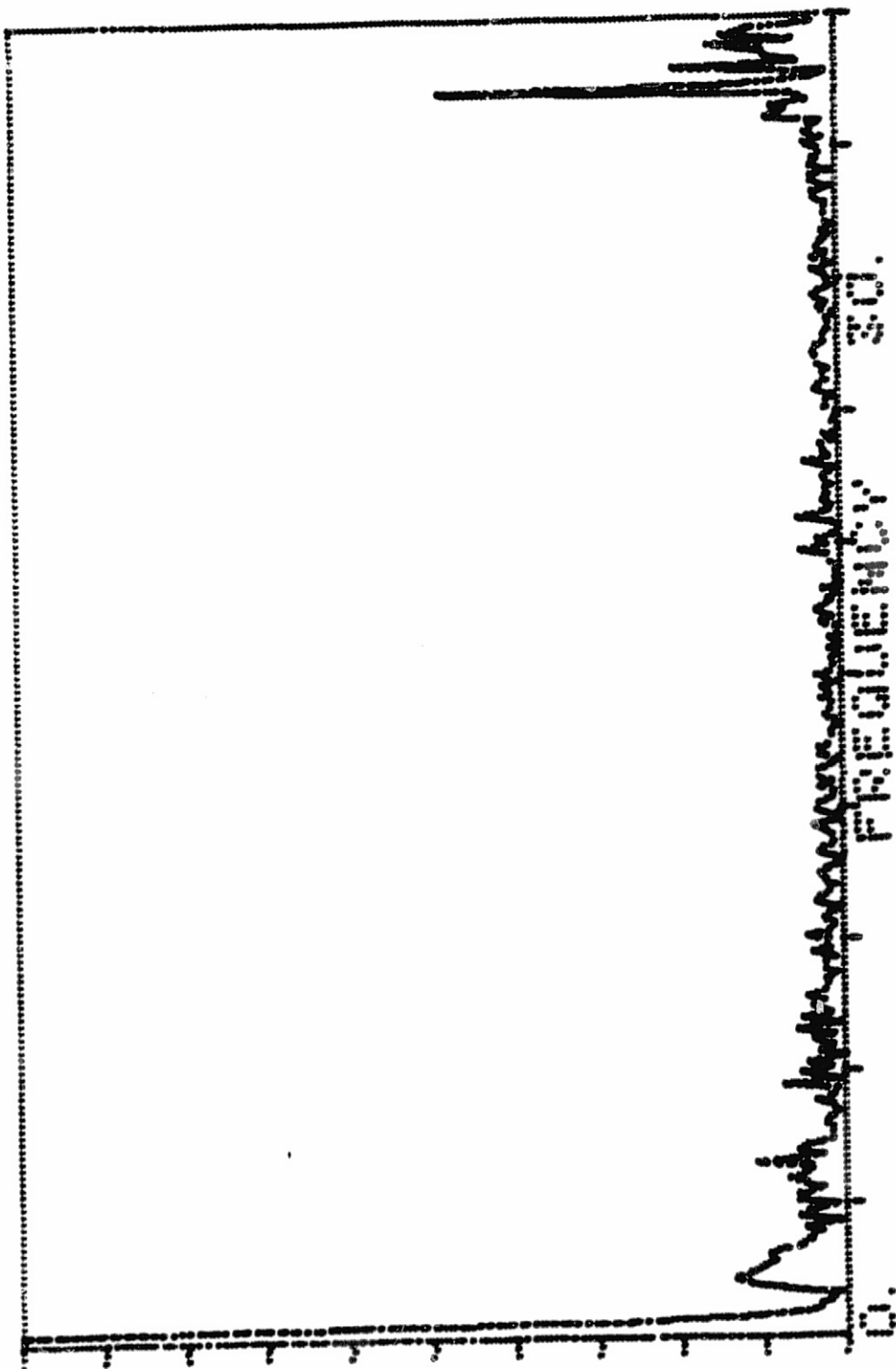
DL8/FL1

5

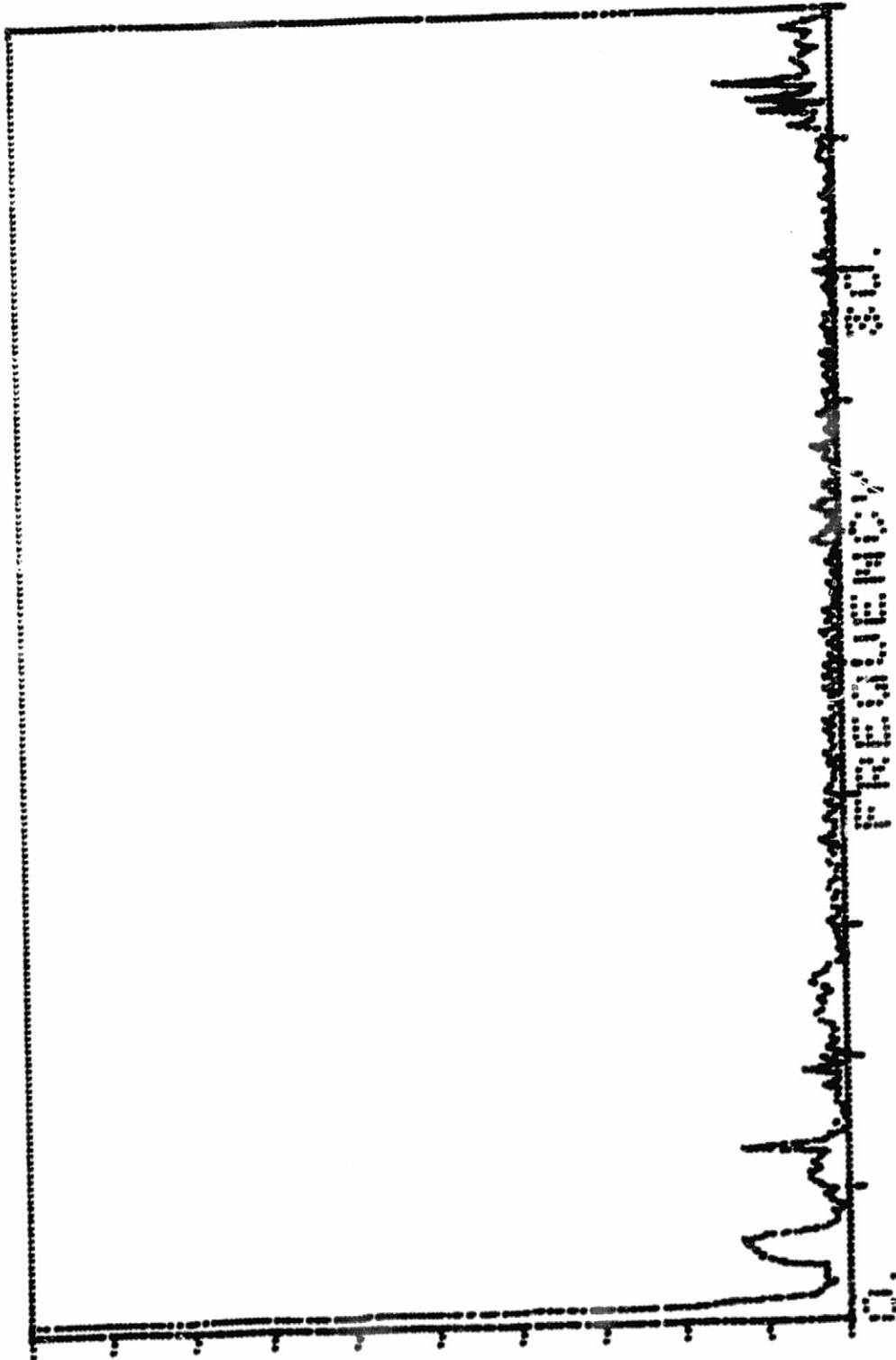
1954

12

141



DL9/FL1



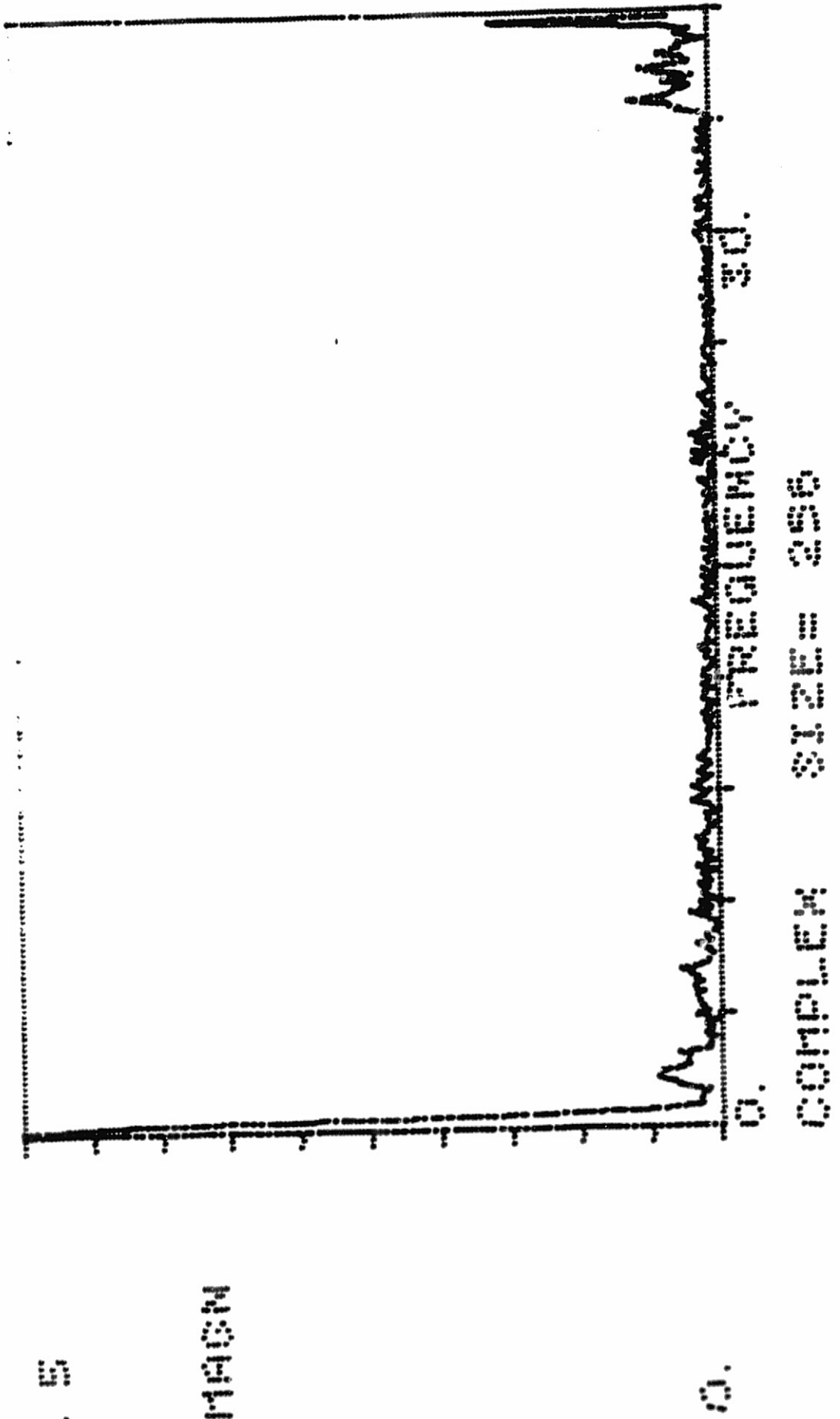
30.

PRELIMINARY

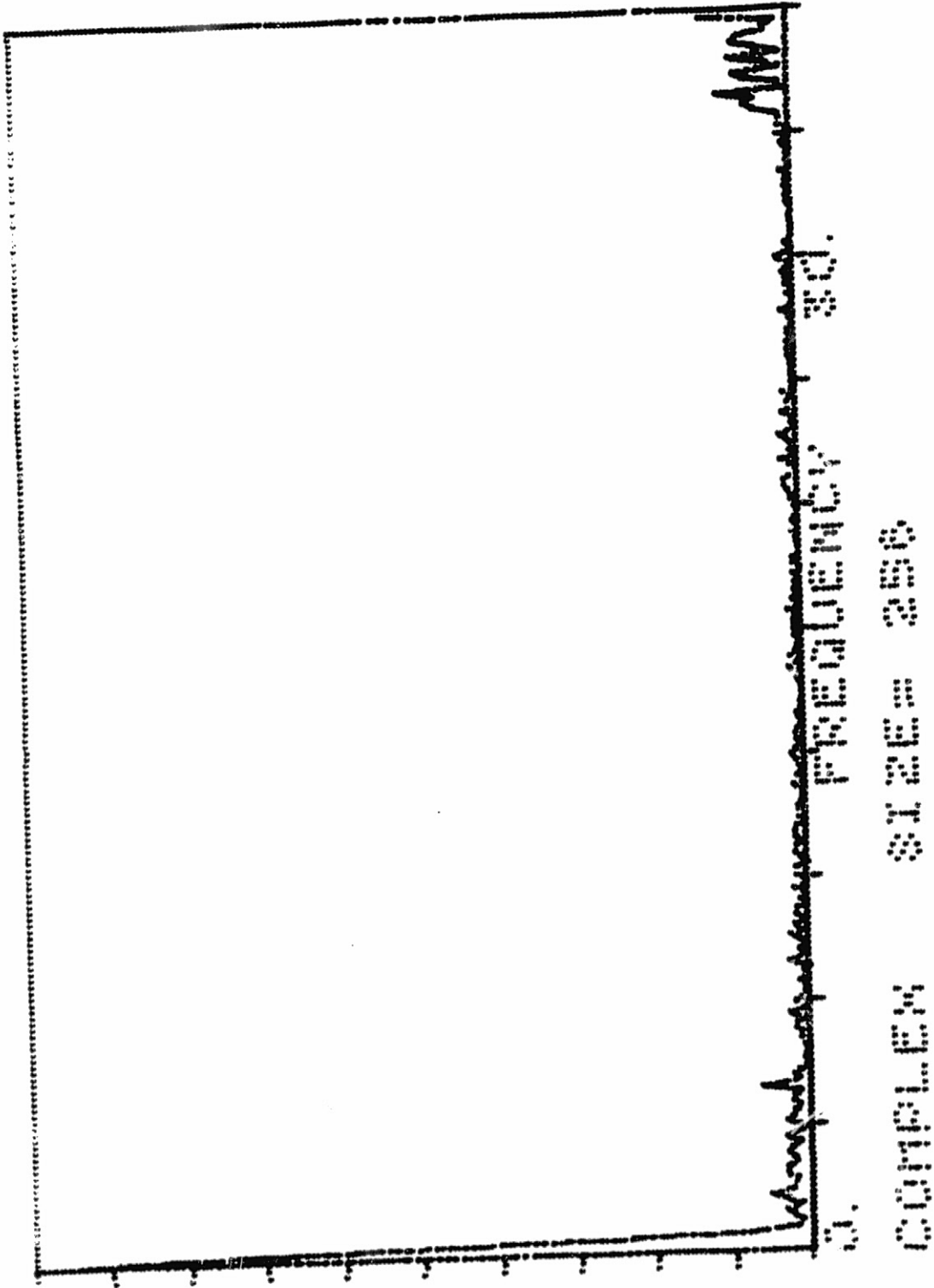
STRENGTH

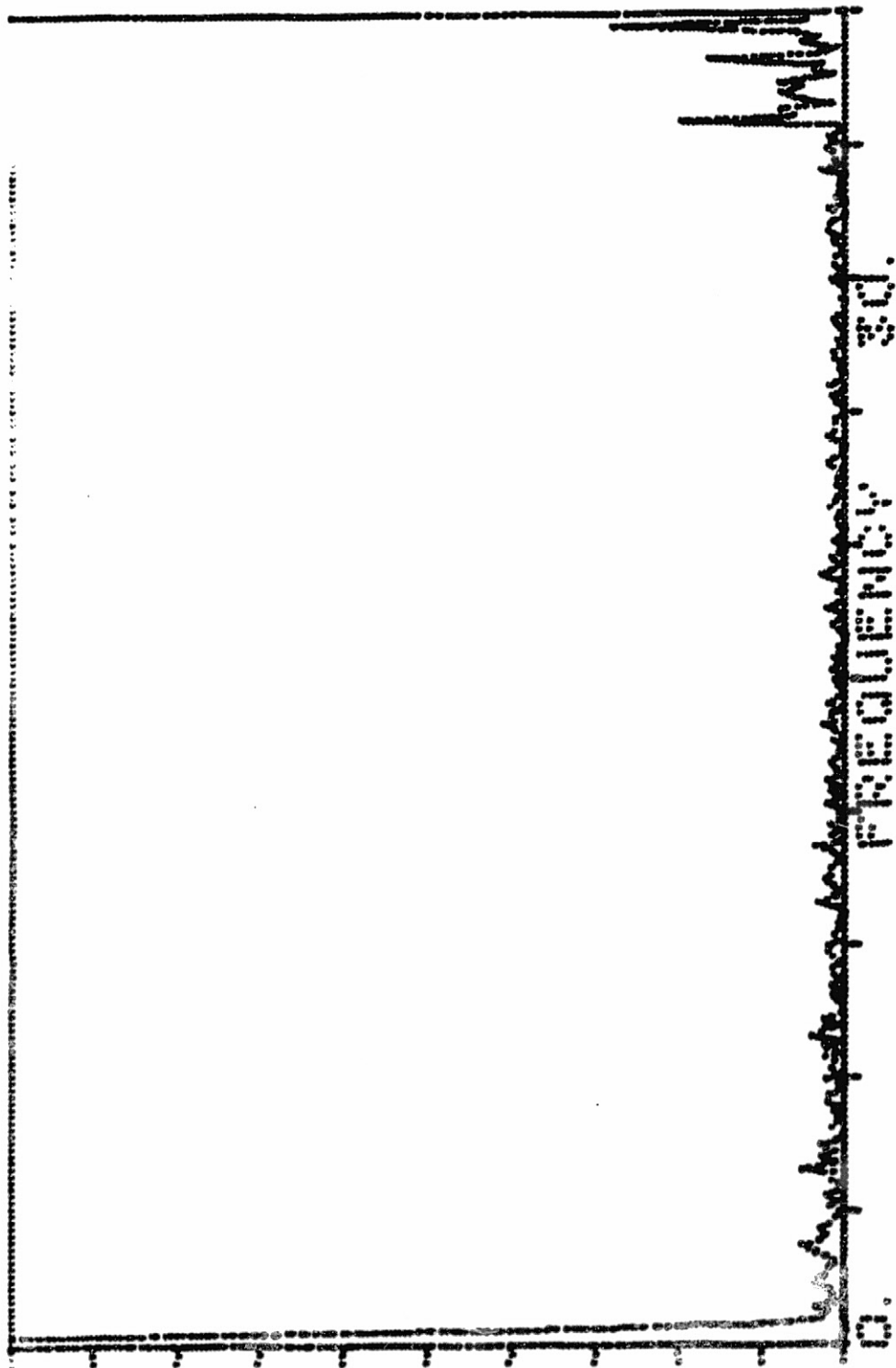
CONCENTRATION

DL10/FL1

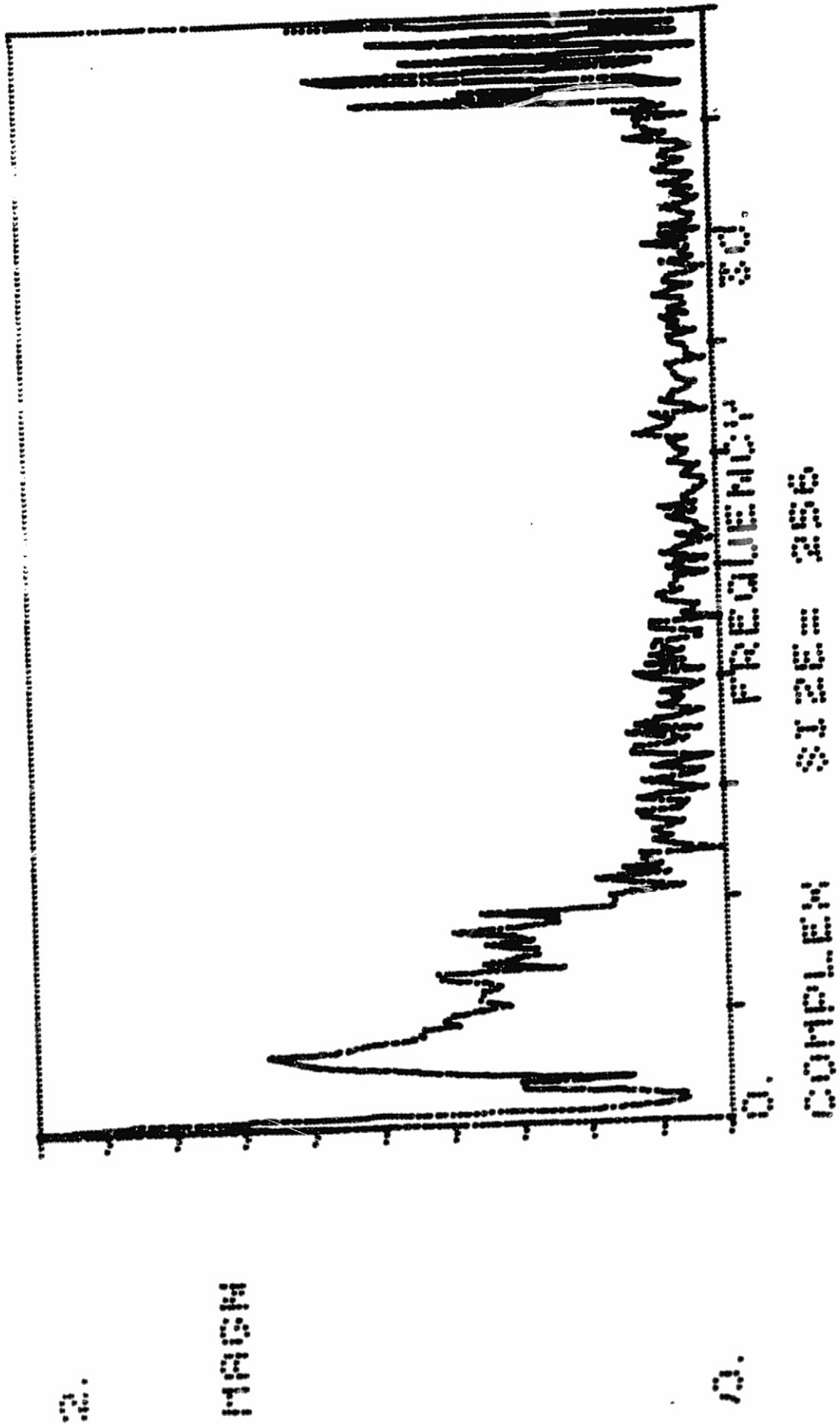


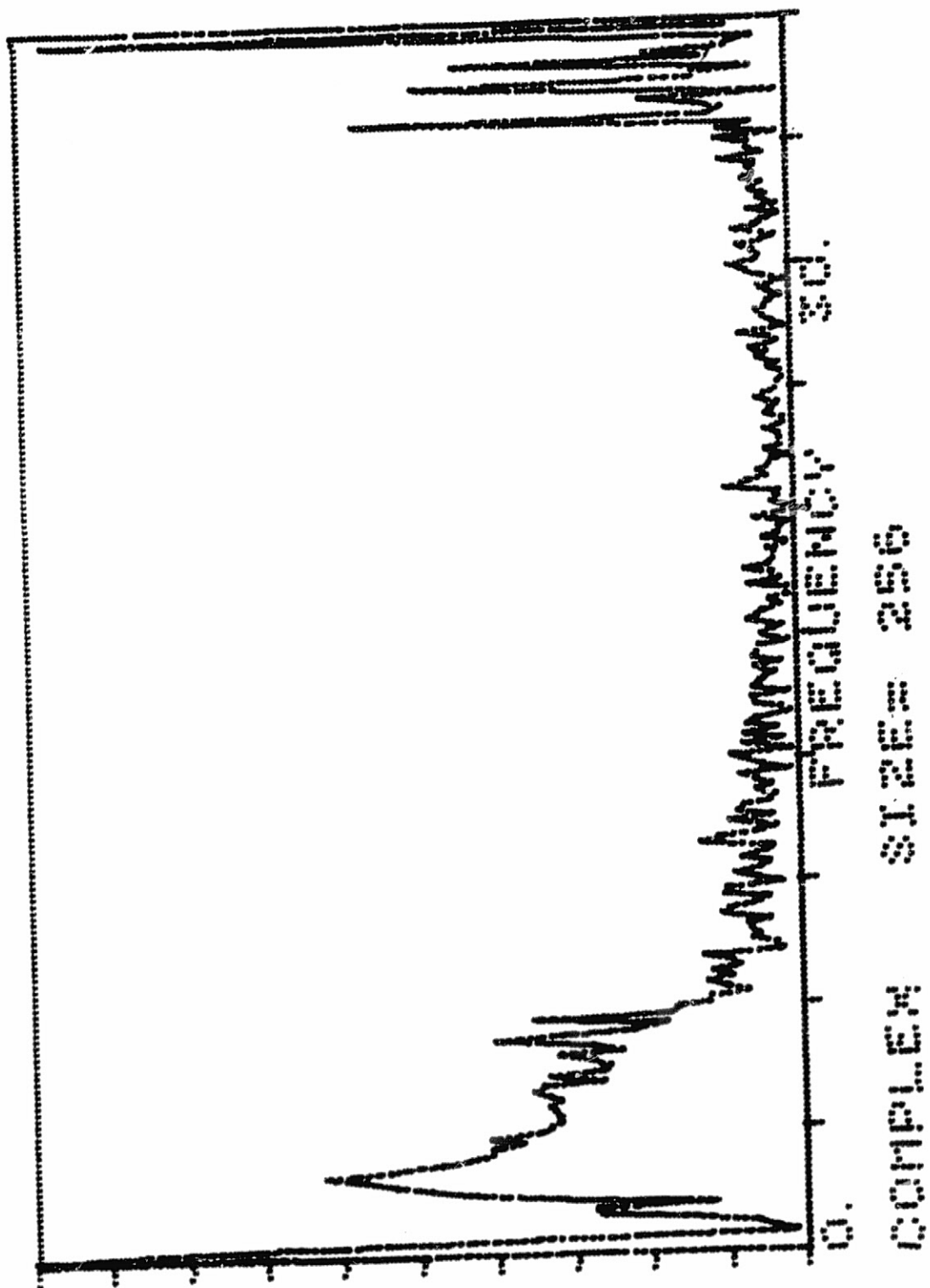




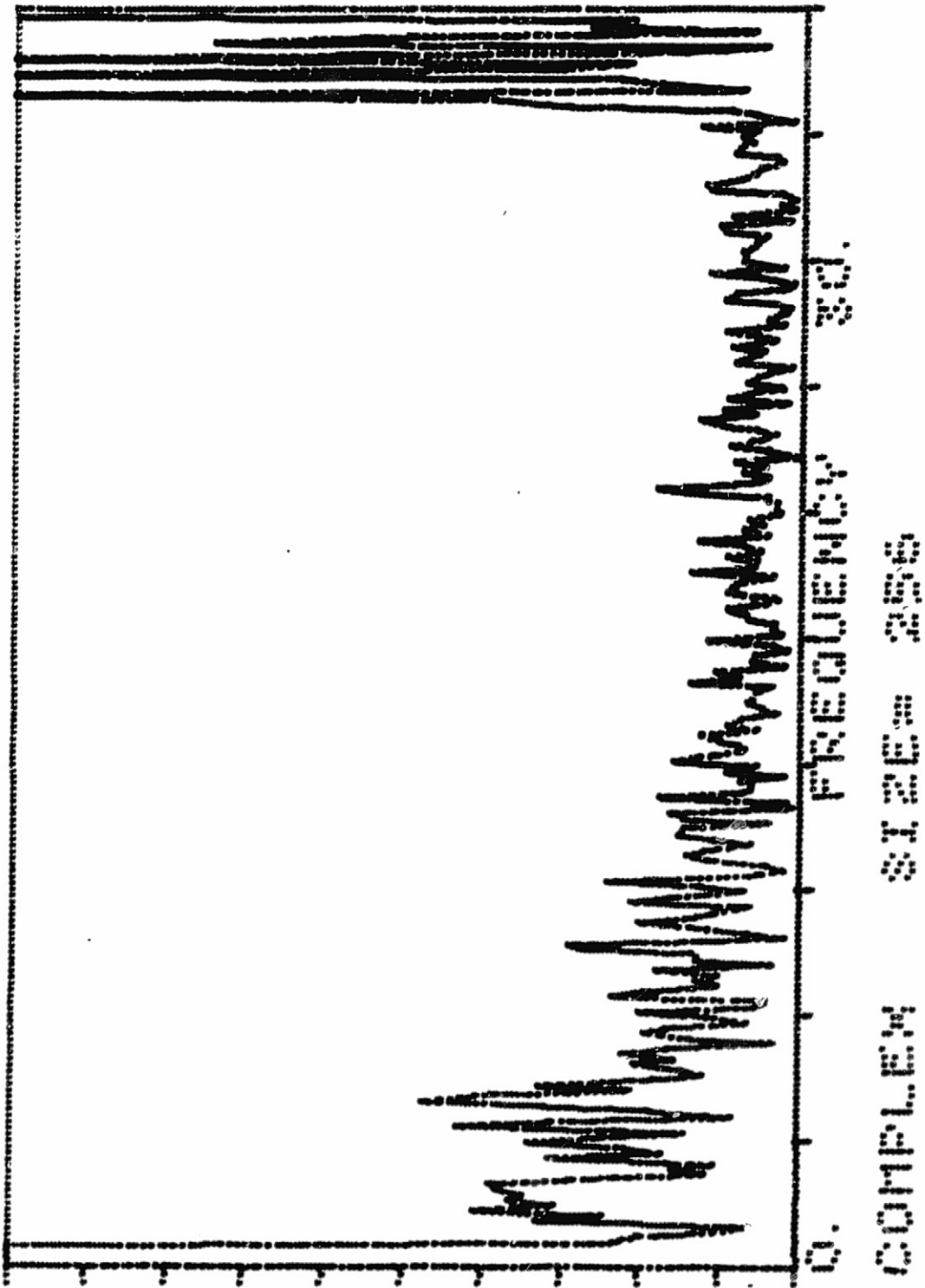


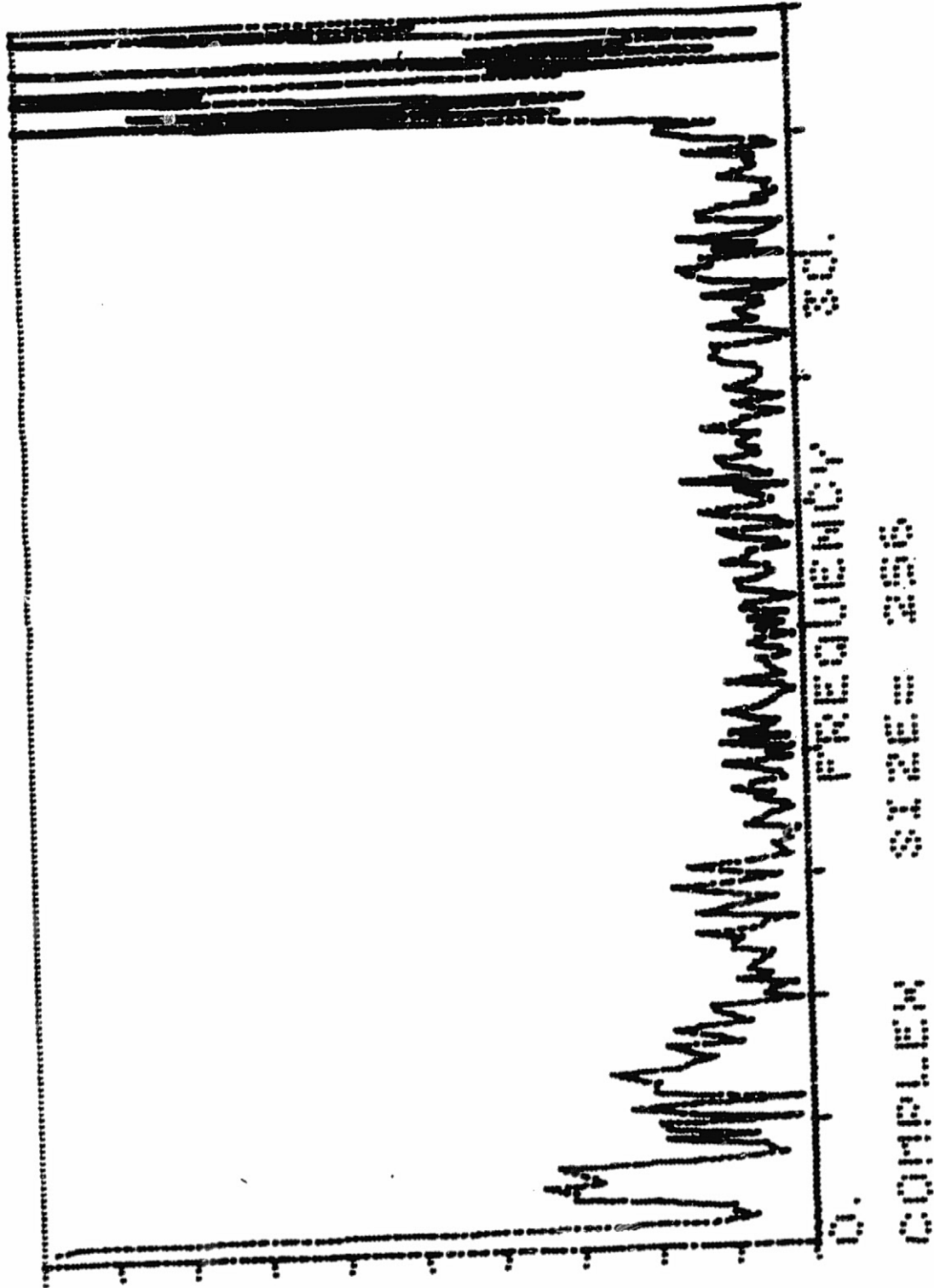
COMPLEX SIZE 385





DL15/FL1





DL17/FL1

VOLUME III

RUN 20 TEST DATA

Y-AXIS, 8020 FORCE POUND TEST LEVEL,  
ACTUATORS IN PHASE



1 HEADING: TRAIN TRACK TRANS 8020 1b IN PHASE RUN 20 3/20/75

SWEEP PARAMETERS:

2 MODE 1=LOG, 0=LIN: 1.  
 3 TYPE 1=UNI-DIRECTIONAL, 0=BI-DIRECTIONAL: 1.  
 4 START, END FREQ, HZ: .5 50.  
 FREQ RANGE -- OCTAVES, DECADES: 6.644 2.  
 5 SPECIFICATION 1=RATE, 0=DURATION: 1.  
 6 UNITS 1=OCT/MIN, 0=DEC/MIN: 1.  
 7 RATE, OCT/MIN: 2.  
 SWEEP DURATION -- MIN, SEC: 3. 12.

TEST LENGTH:

8 SPECIFICATION 1=TIME, 0=SWEEP CYCLES: 0.  
 9 CYCLES: 1.  
 TEST TIME -- HRS, MIN, SEC: 0. 3. 19.

START-UP AND SHUT-DOWN:

10 START-UP TIME, SEC: 120.  
 11 SHUT-DOWN TIME, SEC: .5

VIBRATION LIMITS (P-P):

12 DISPLACEMENT, IN: 5000.  
 13 VELOCITY, IN/SEC: 9999.  
 14 ACCELERATION, G: 450.

REFERENCE CONTROL SPECTRUM:

15 TYPE, VALUE, FREQ, ABORT LIMIT:	2.	40.	.5	7.
16 TYPE, VALUE, FREQ, ABORT LIMIT:	3.	60.	1.3	6.
17 TYPE, VALUE, FREQ, ABORT LIMIT:	2.	60.	50.	4.
18 TEST LEVEL (DB BELOW REF):	1.			

ACCELERATION SIGNALS:

19 NR OF SIGNALS: 2.  
 CHANNEL NRS: 1. 2.  
 20 1=PEAK, 0=RMS: 0.  
 21 SENSITIVITY, MV/G: 20.  
 22 STRATEGY 1=MAX, 0=AVG: 1.

LIMIT SIGNALS:

23 NR OF SIGNALS: 0.

ABORT LINES:

24 NR OF LINES: 0.

ALARM LINES:

25 NR OF LINES: 0.  
 26 1=DUAL-CHANNEL A/D, 0=ACE: 1.  
 27 COMPRESSION SPEED 2=HIGH, 1=NORMAL, 0=LOW: 1.

## POST-TEST DOCUMENTATION

TRAIN TRACK TRANS 8020LB IN PHASE RUN 20 3/20/75

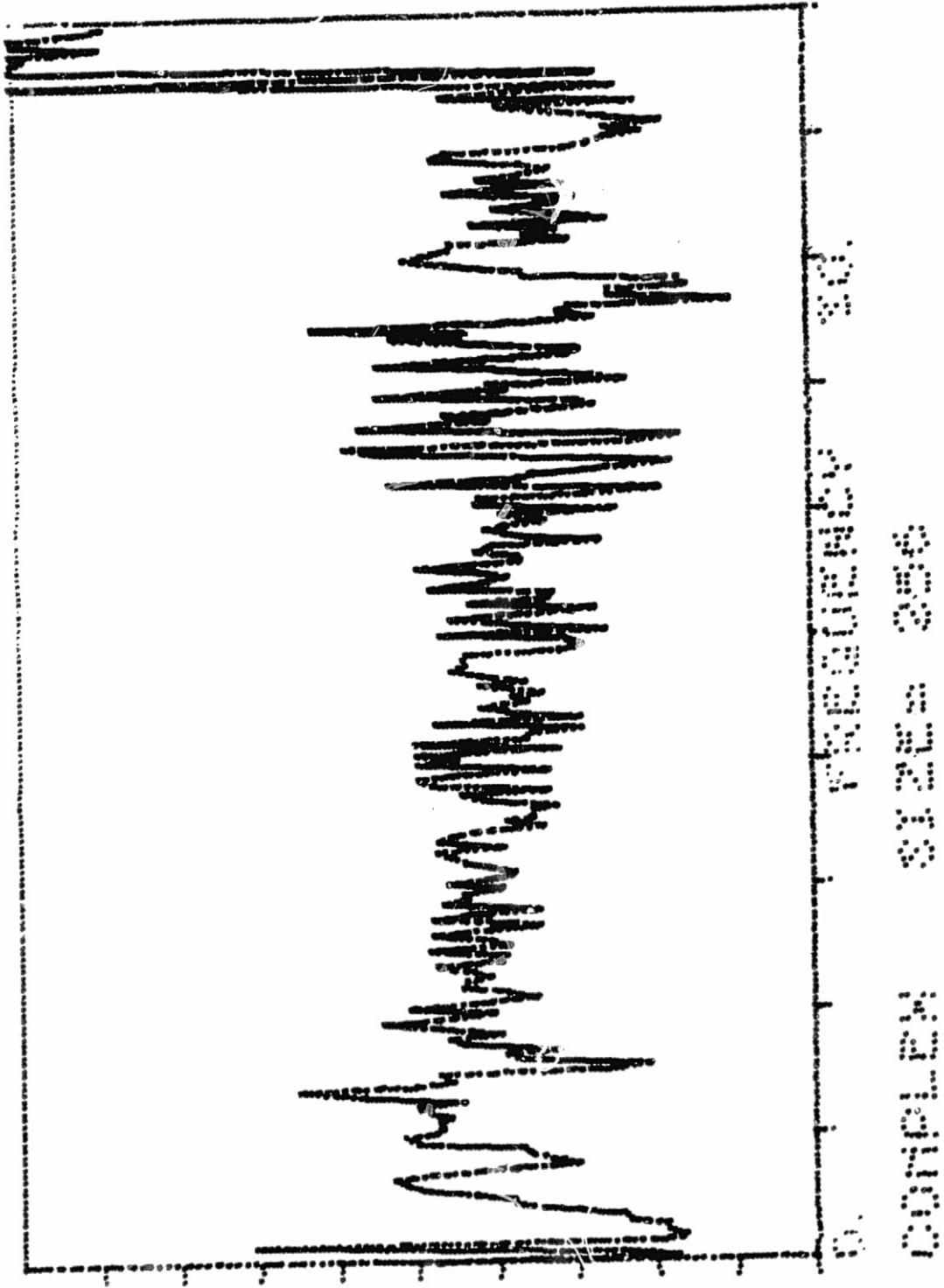
COMPLETION STATUS: ABORTED DURING SWEEP 1 AT 27.39 HZ.  
MAXIMUM DRIVE LIMIT.

TEST DURATION -- HRS, MIN, SEC: 0 2 53

MAX ABS CONTROL ERROR: 3.549 DB AT 27.39 HZ.  
AVG ABS CONTROL ERROR: .508 DB.CONTROL  
CHANNEL FREQ RANGE (HZ)

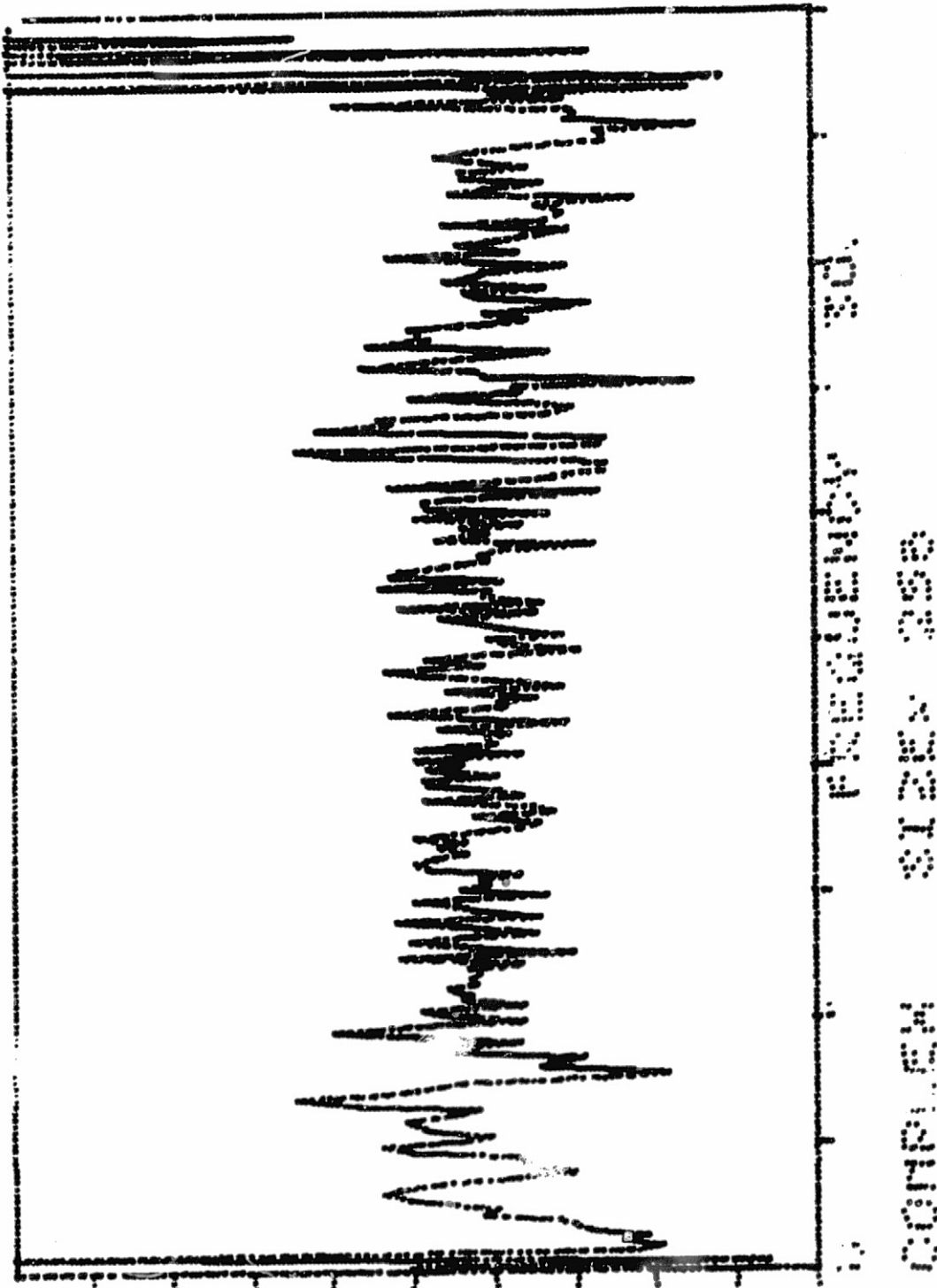
SWEEP 1

2	.5	--	1.996
1	1.996	--	12.47
2	12.47	--	18.52
1	18.52	--	18.59
2	18.59	--	22.08
1	22.08	--	22.14
2	22.14	--	22.3
1	22.3	--	23.08
2	23.08	--	23.8
1	23.8	--	27.39



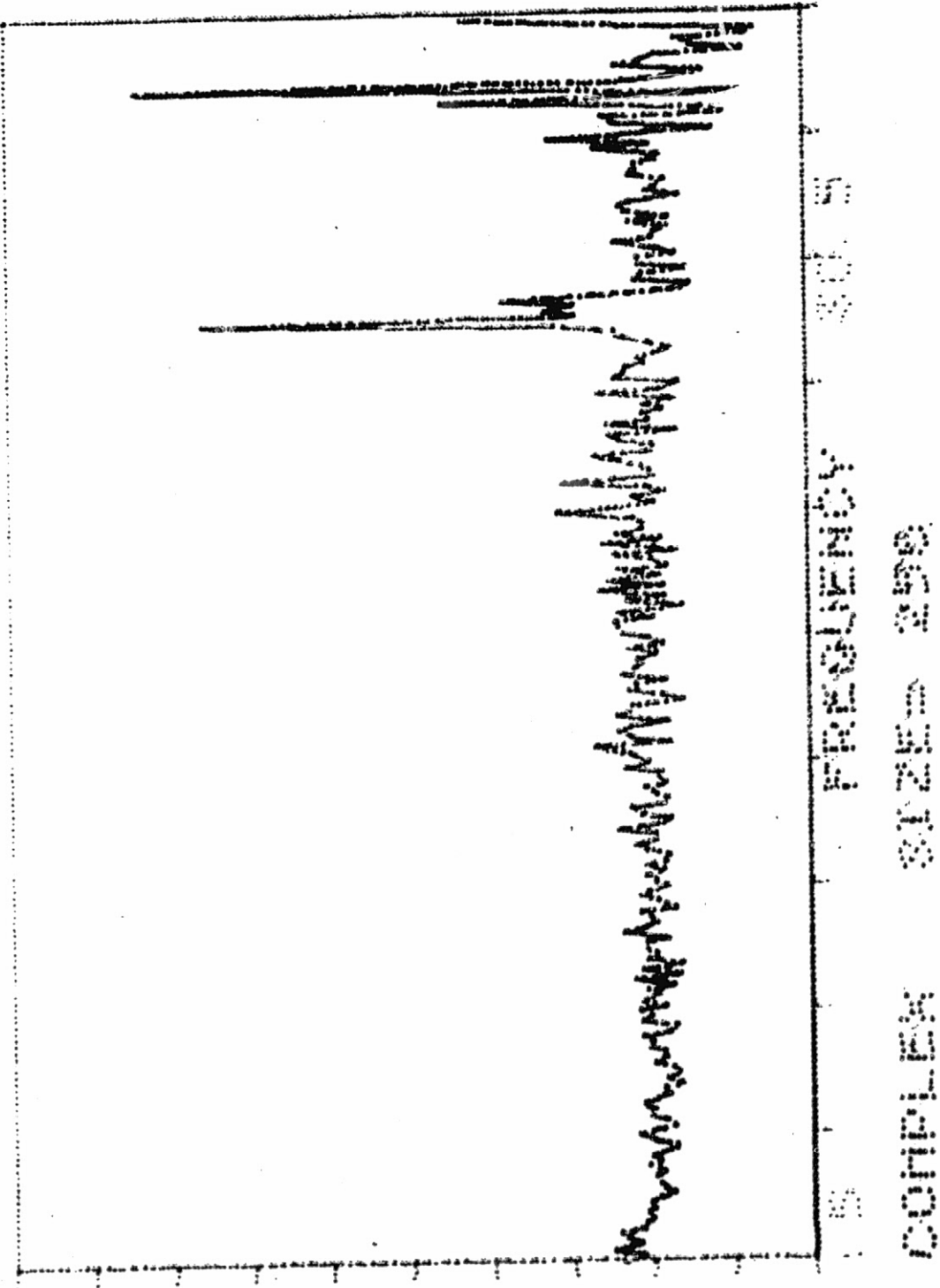
FL1/DRIVE

1964



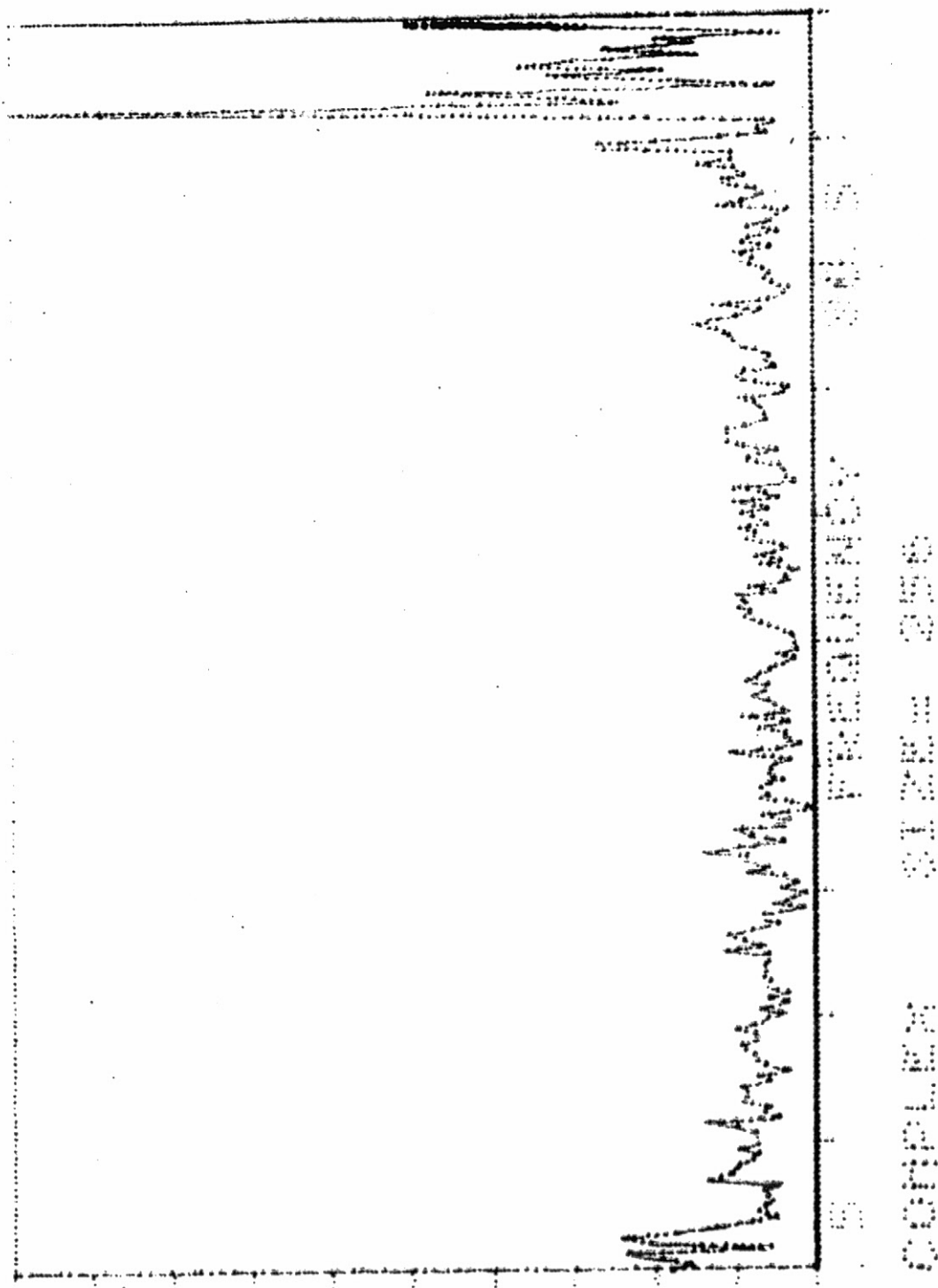
FL2/DRIVE

1987

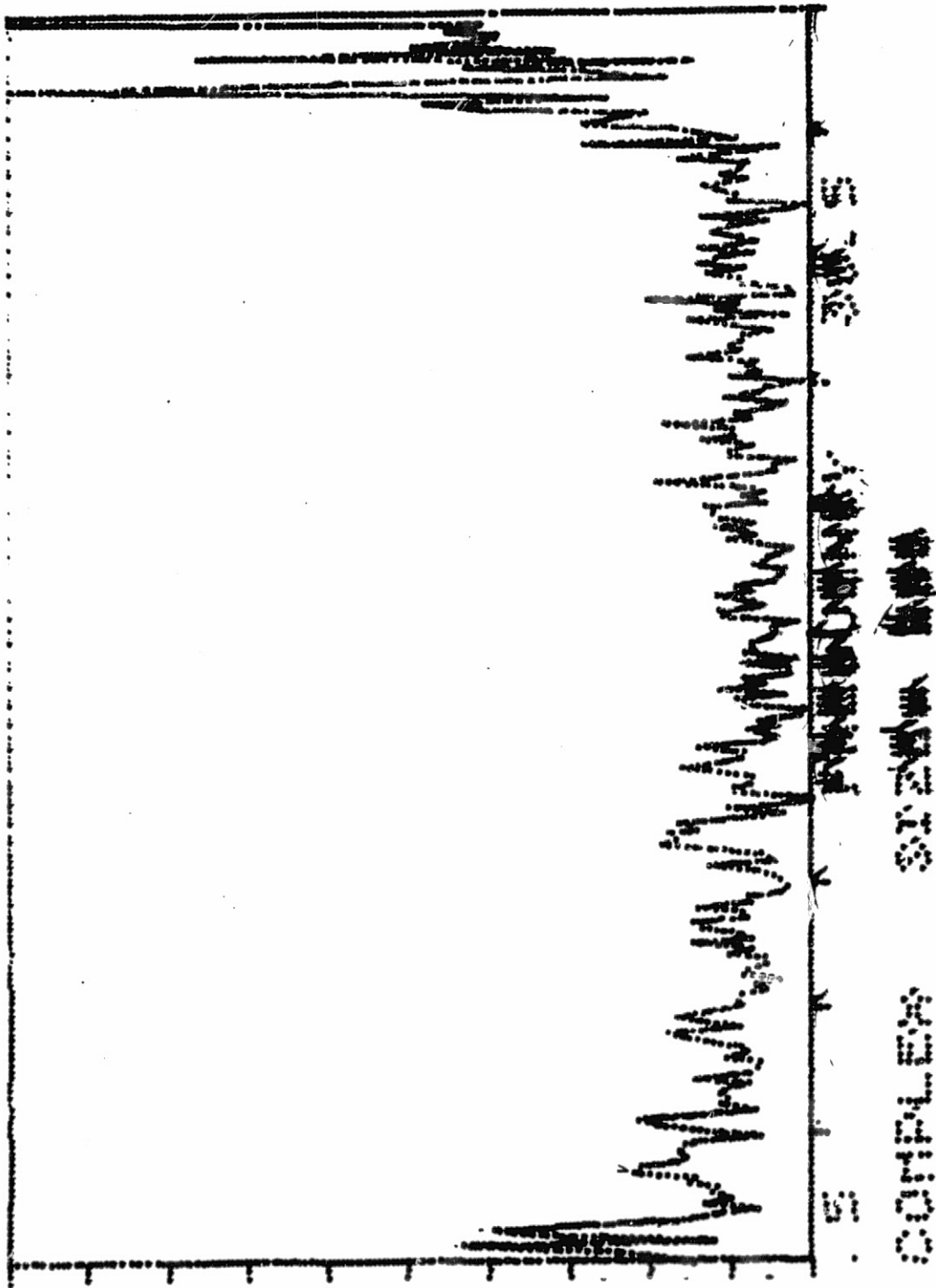


FL2/FL1

1963

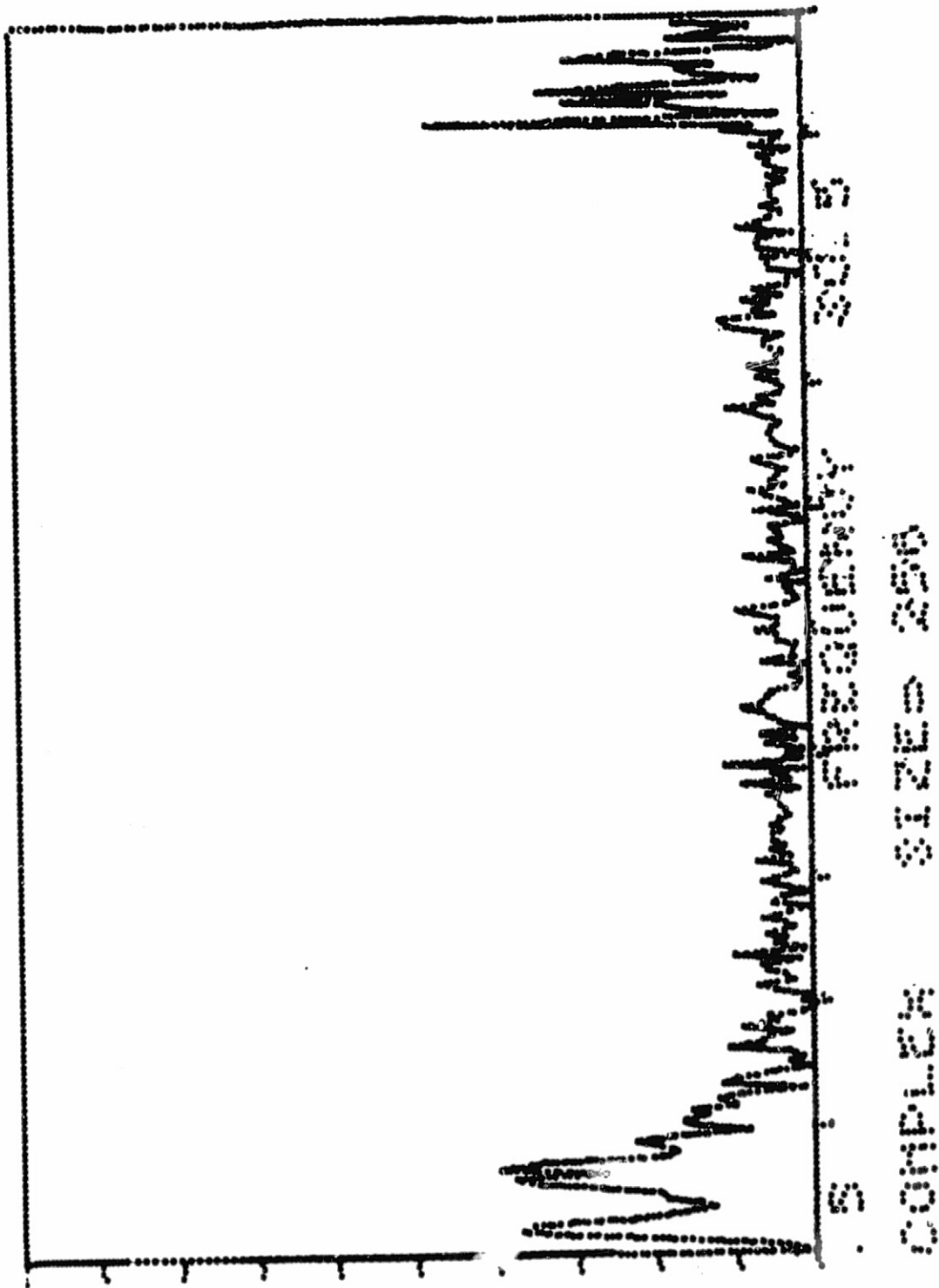


FV2/FL1

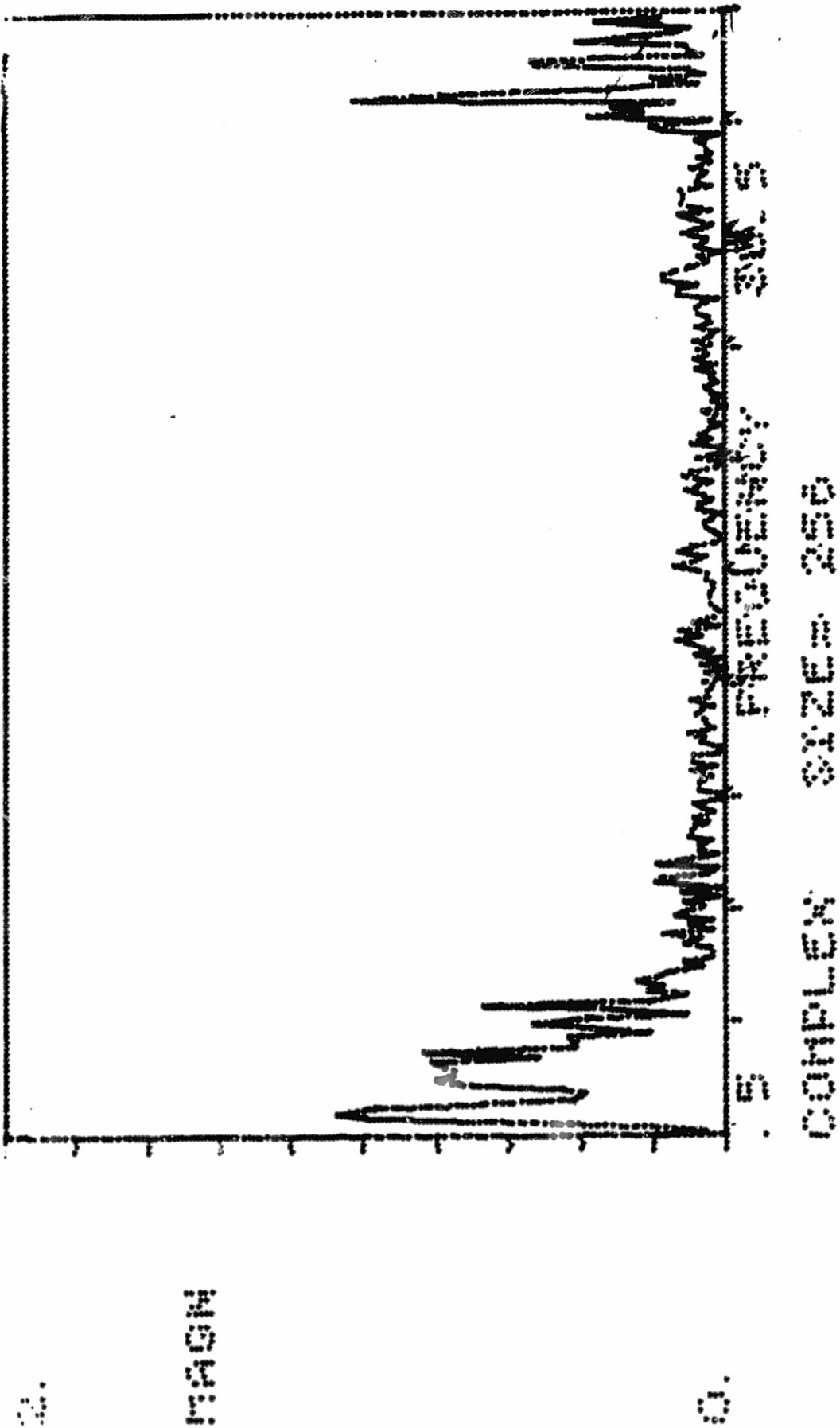


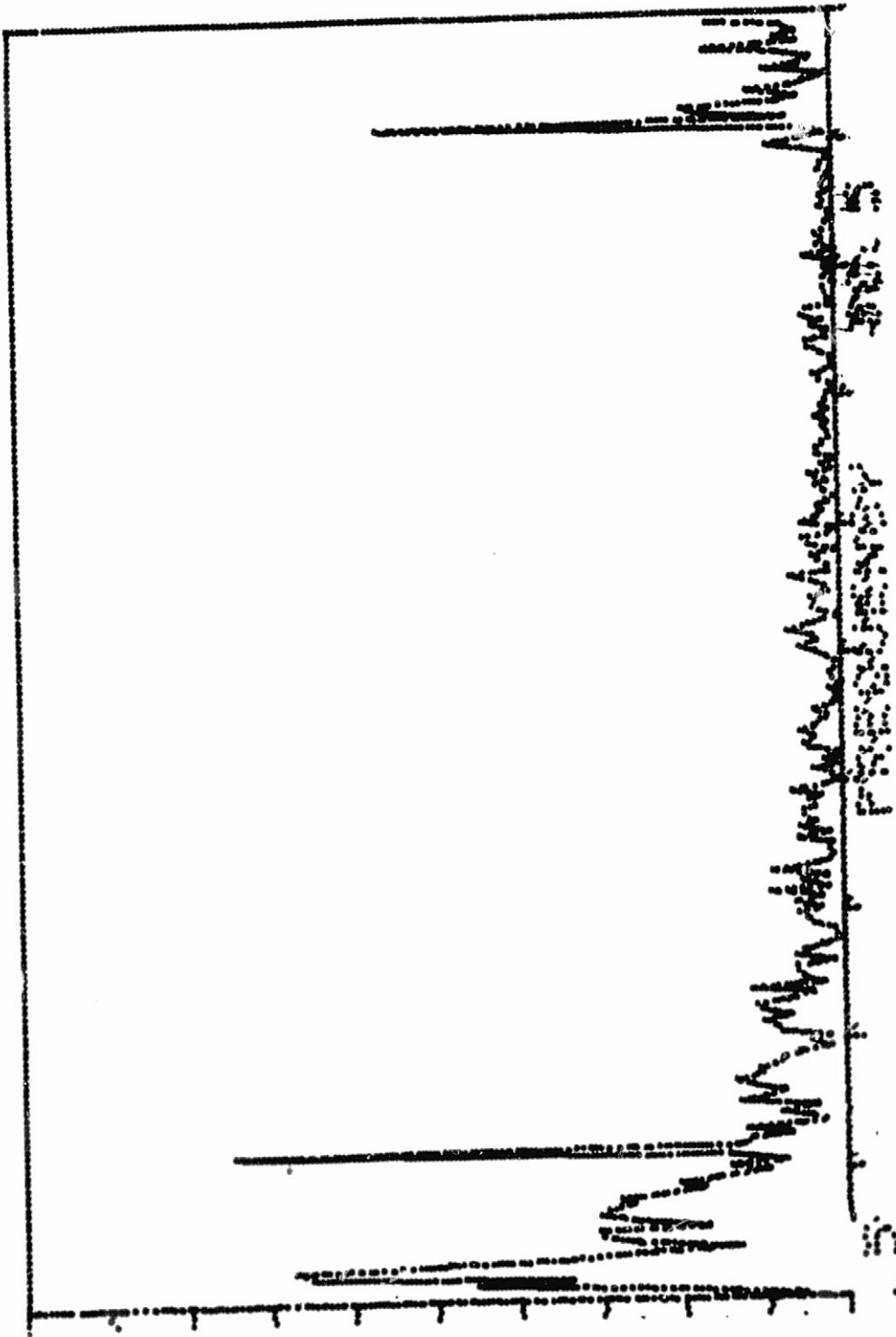
FV3/FL1





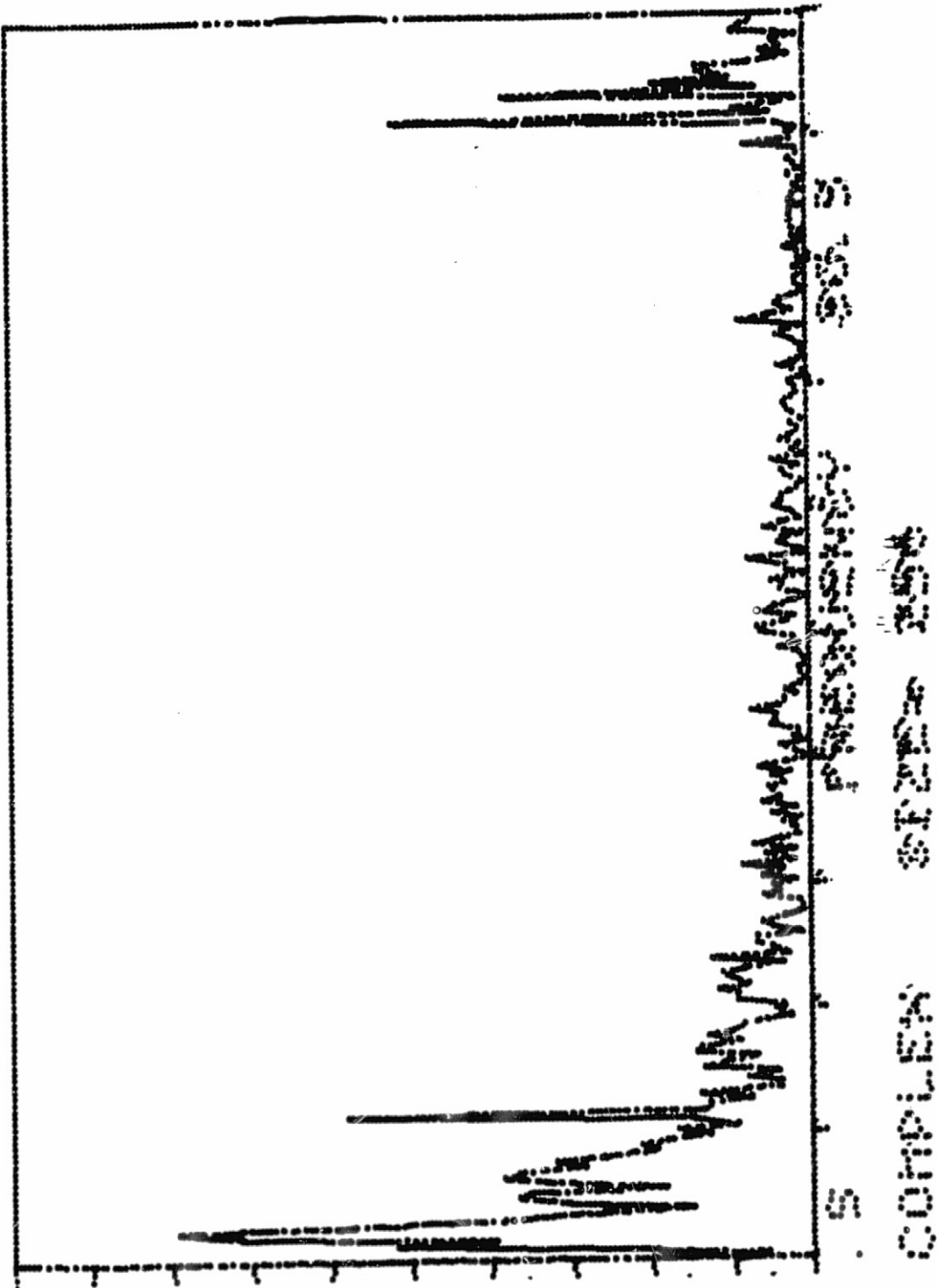
DVI/FL1



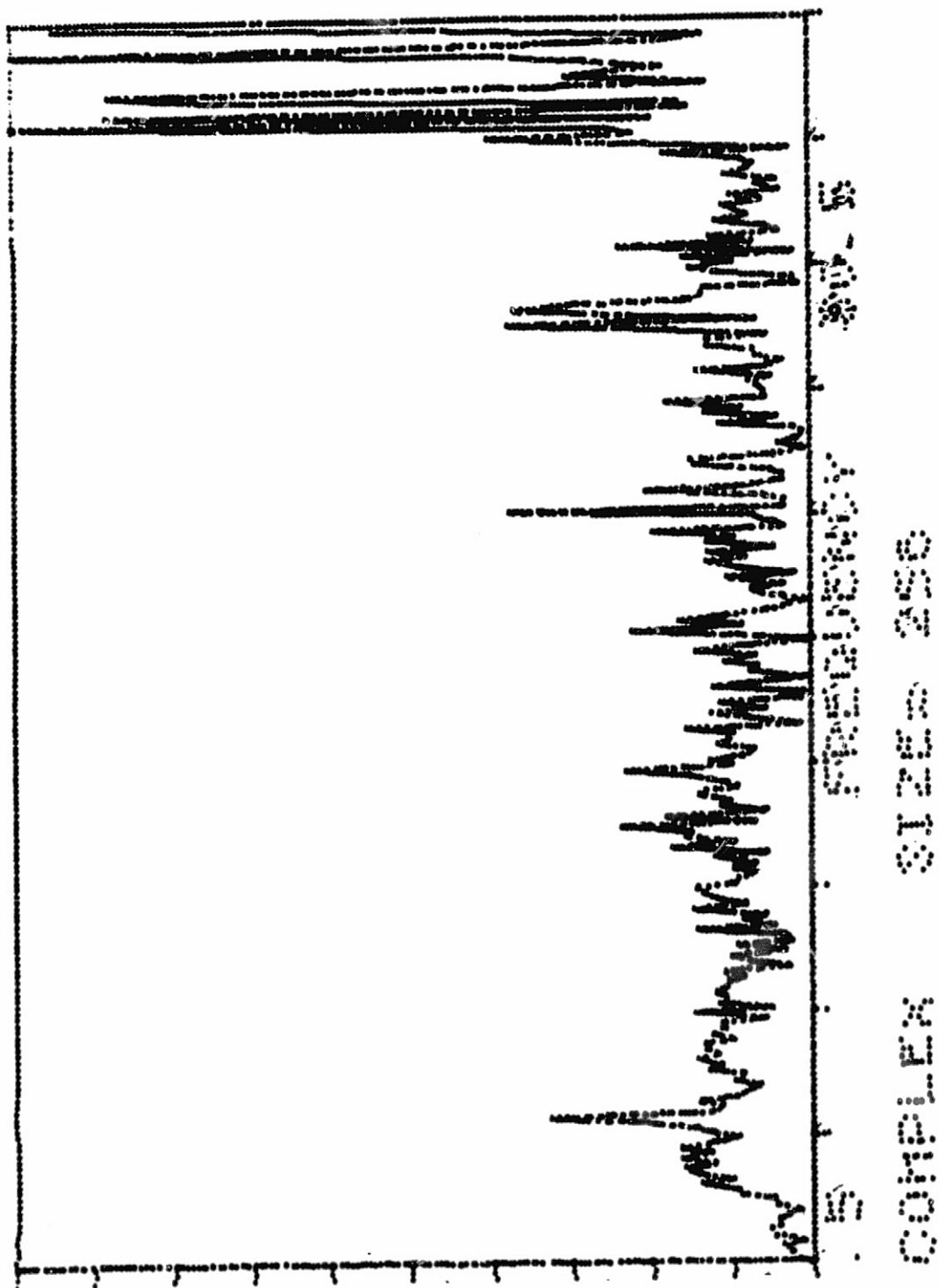


COMPLET 0325m 256

DV3/FL1



DV4/FL1

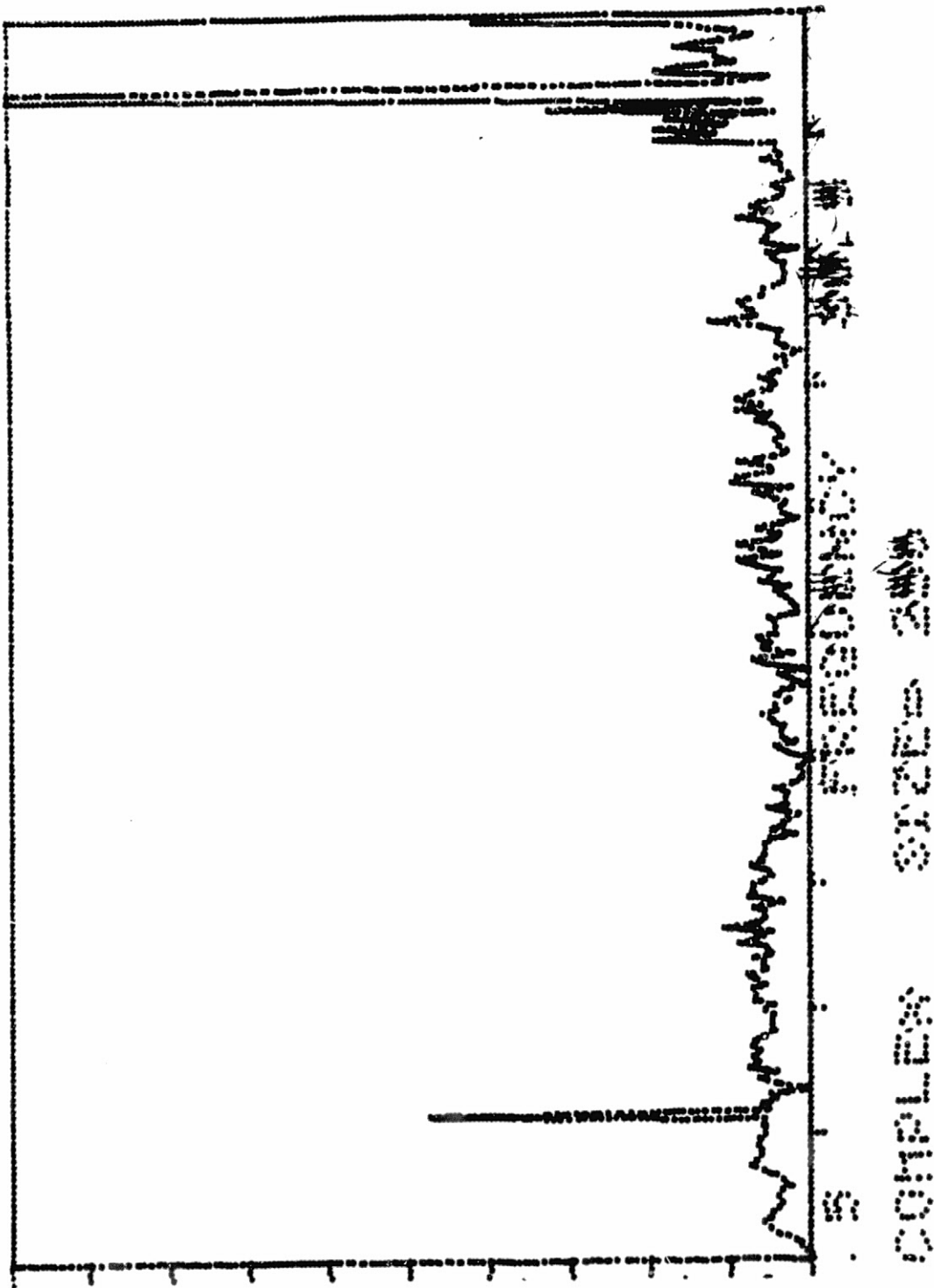


AV1/FL1

1400Z

1

0

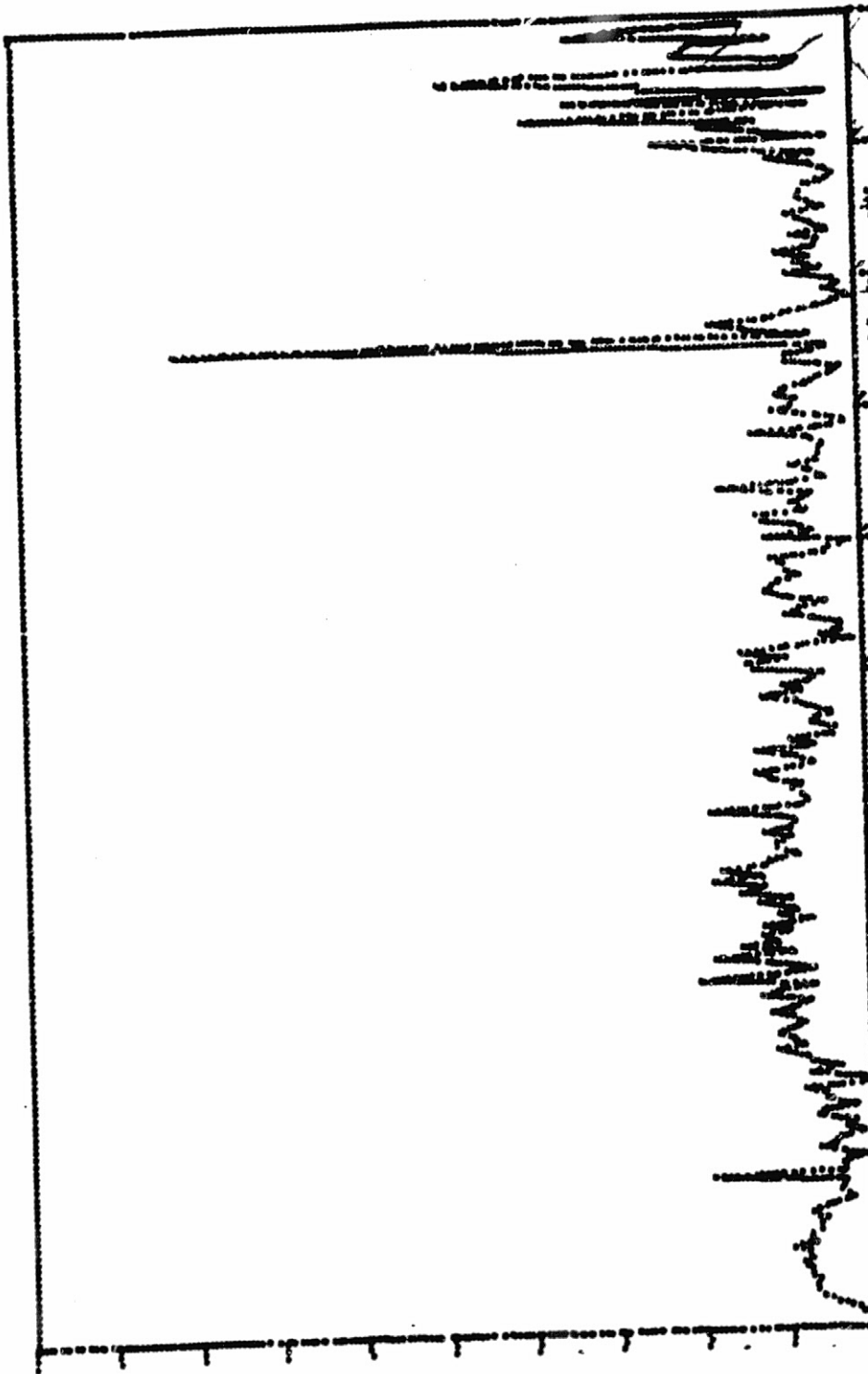


AV2/FL1

2.

790323

0.



AV3/FL1

COMPLEX SYSTEM 2500

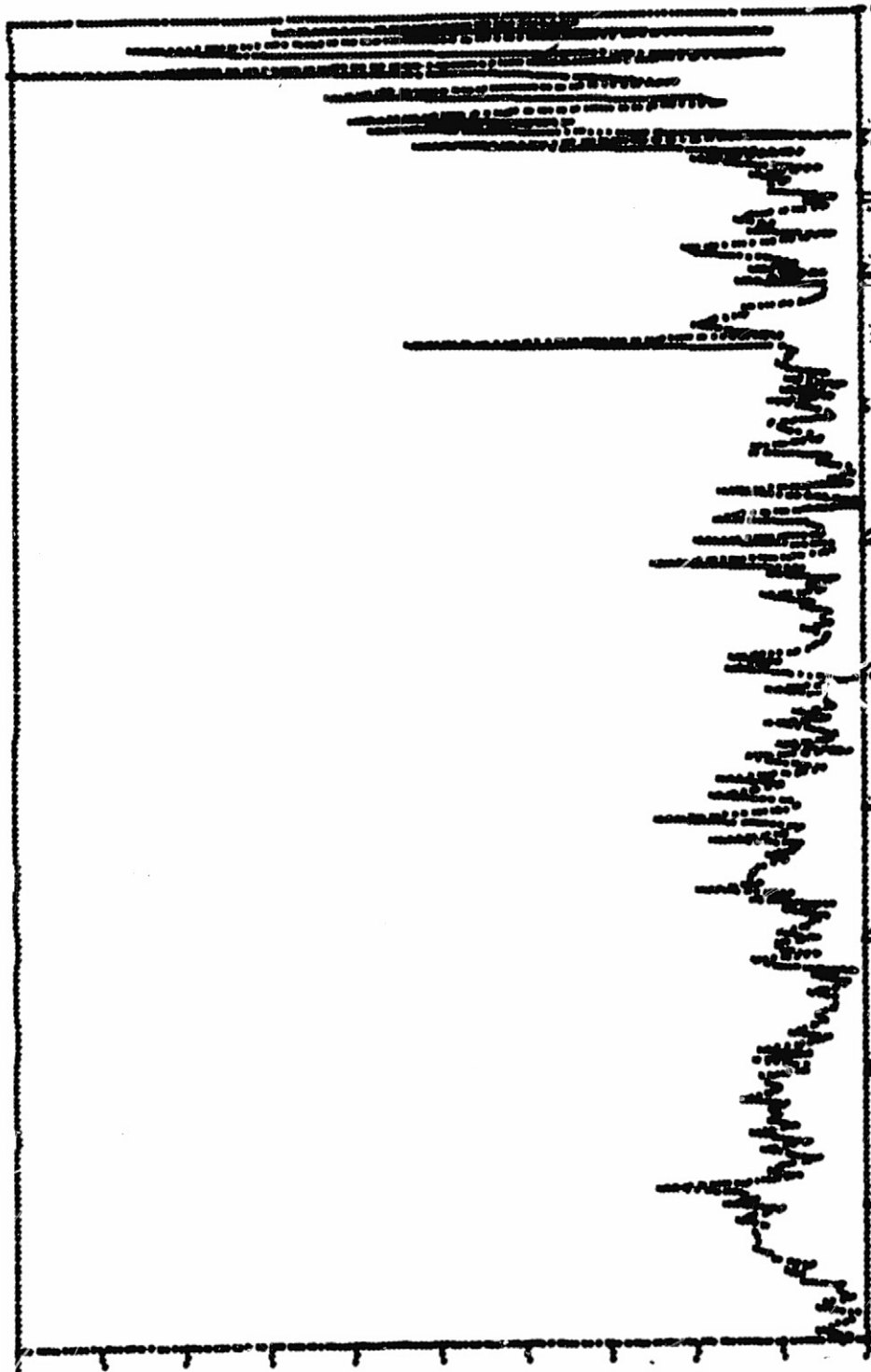
AV3/FL1

2500

AV3/FL1

COMPLEX





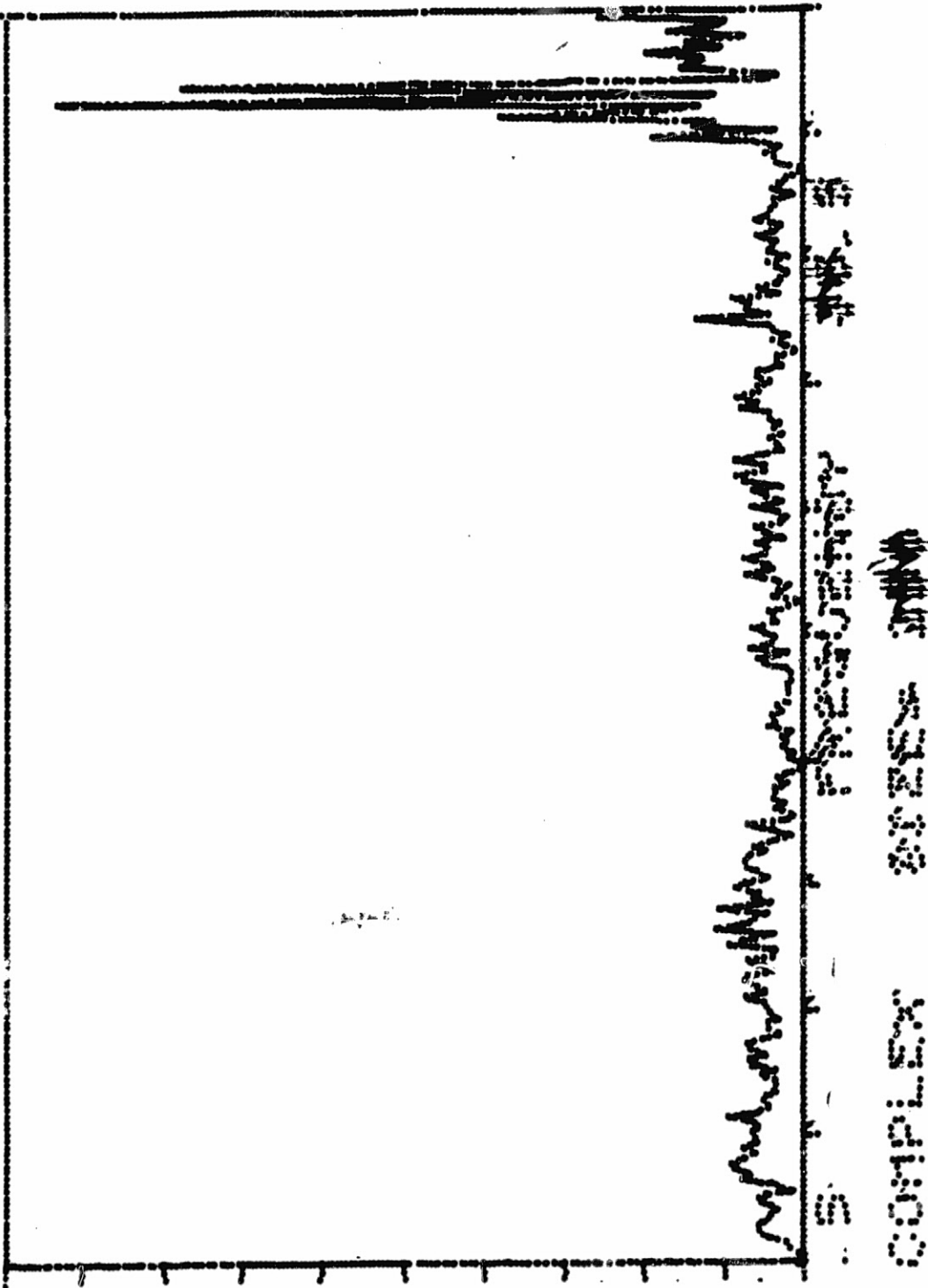
COMPLEX STEREO

AV4/FL1

4.

1964

0.



AV5/FL1

h.

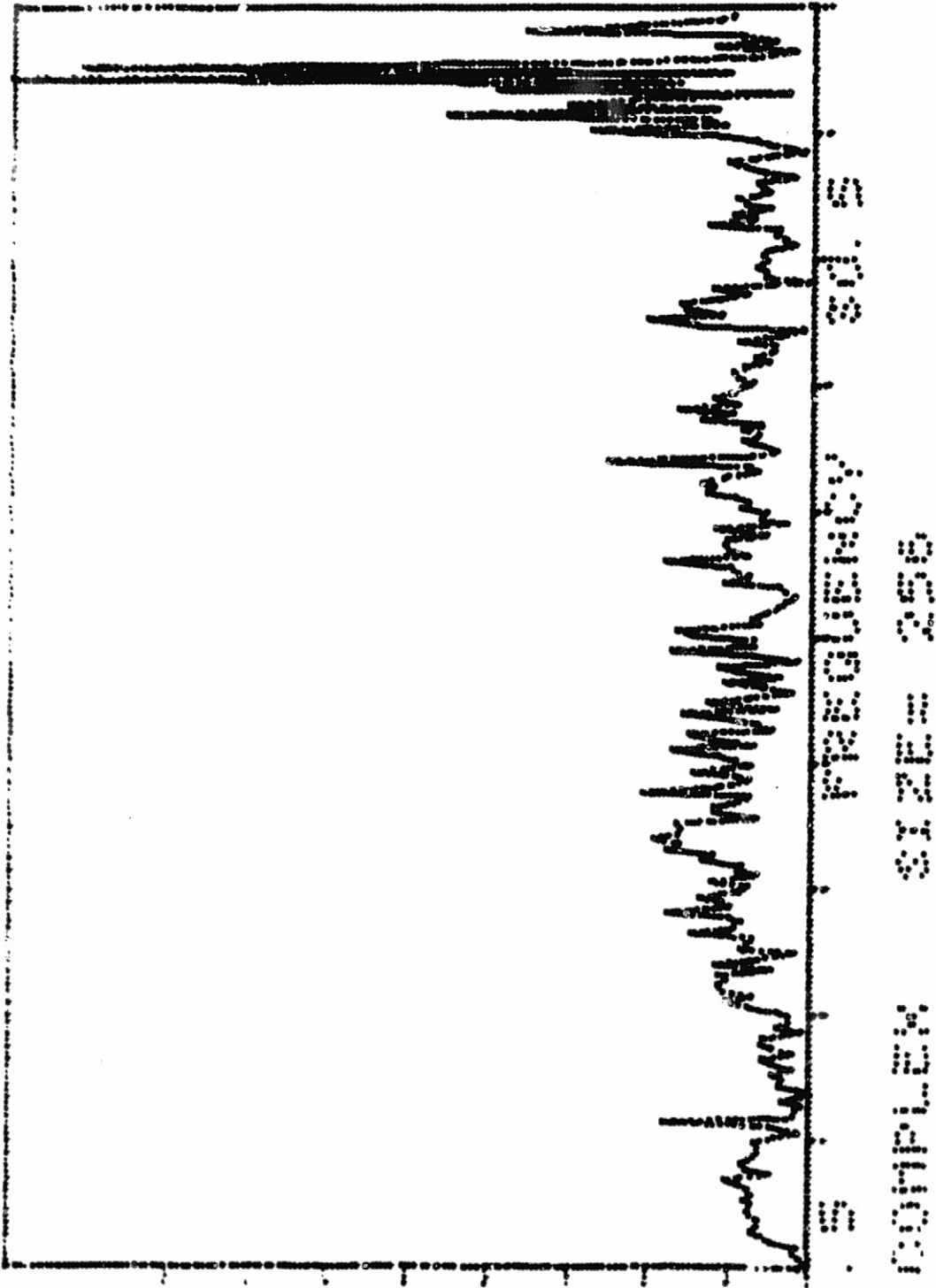
h202

0.

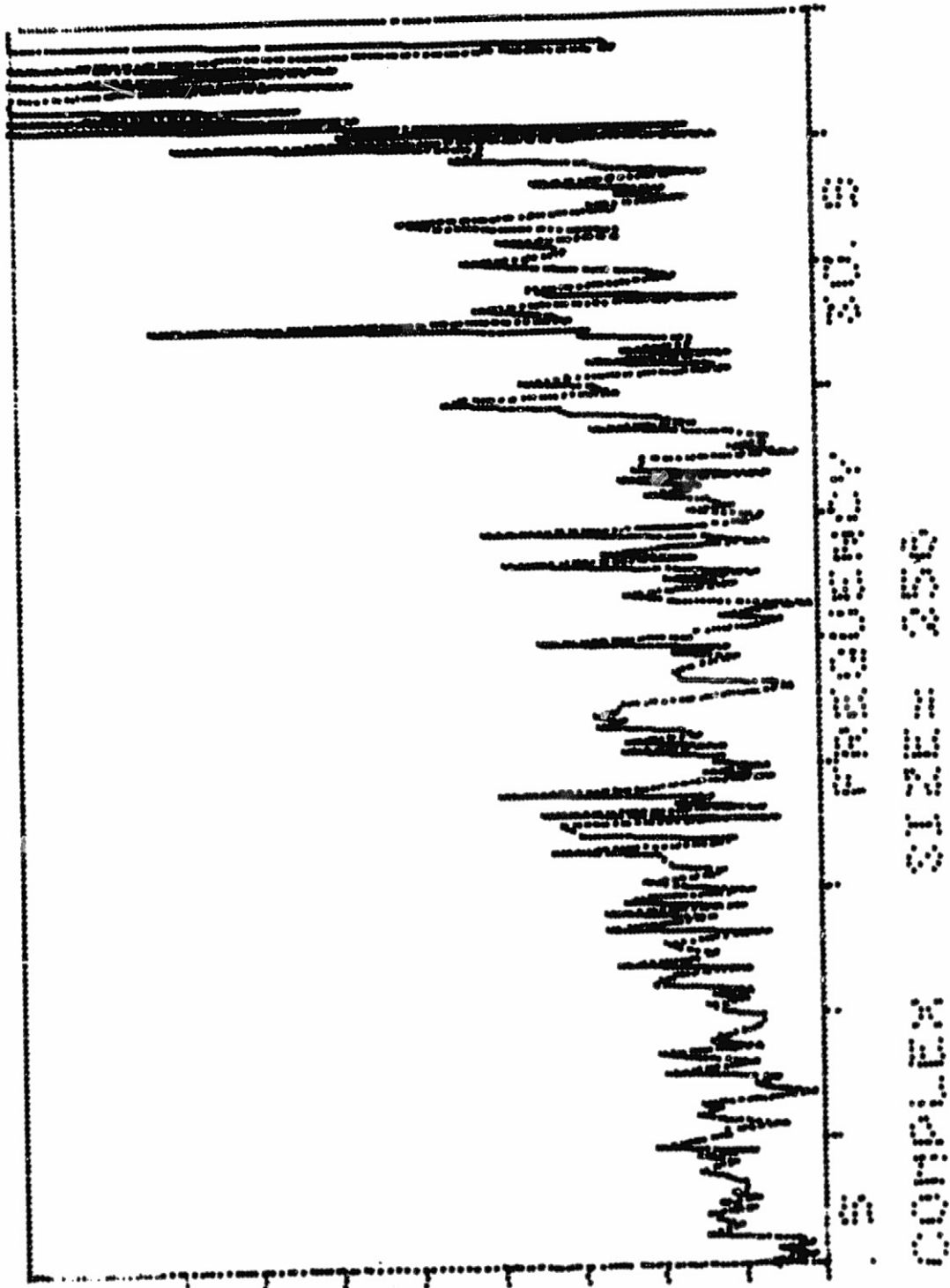
4.

MAGN

Ø.



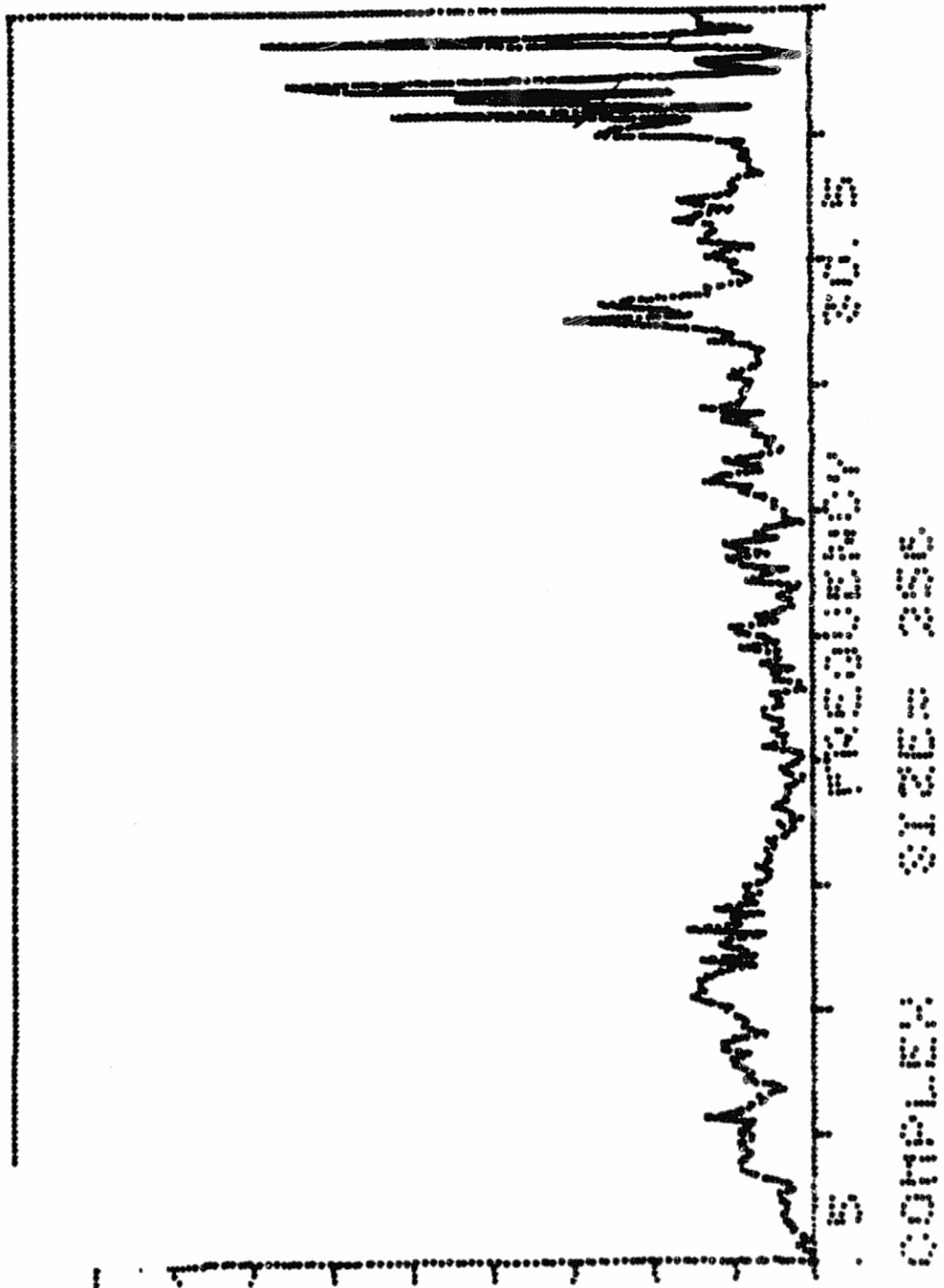
AV6/FL1



AL1/FL1

HASH

4.

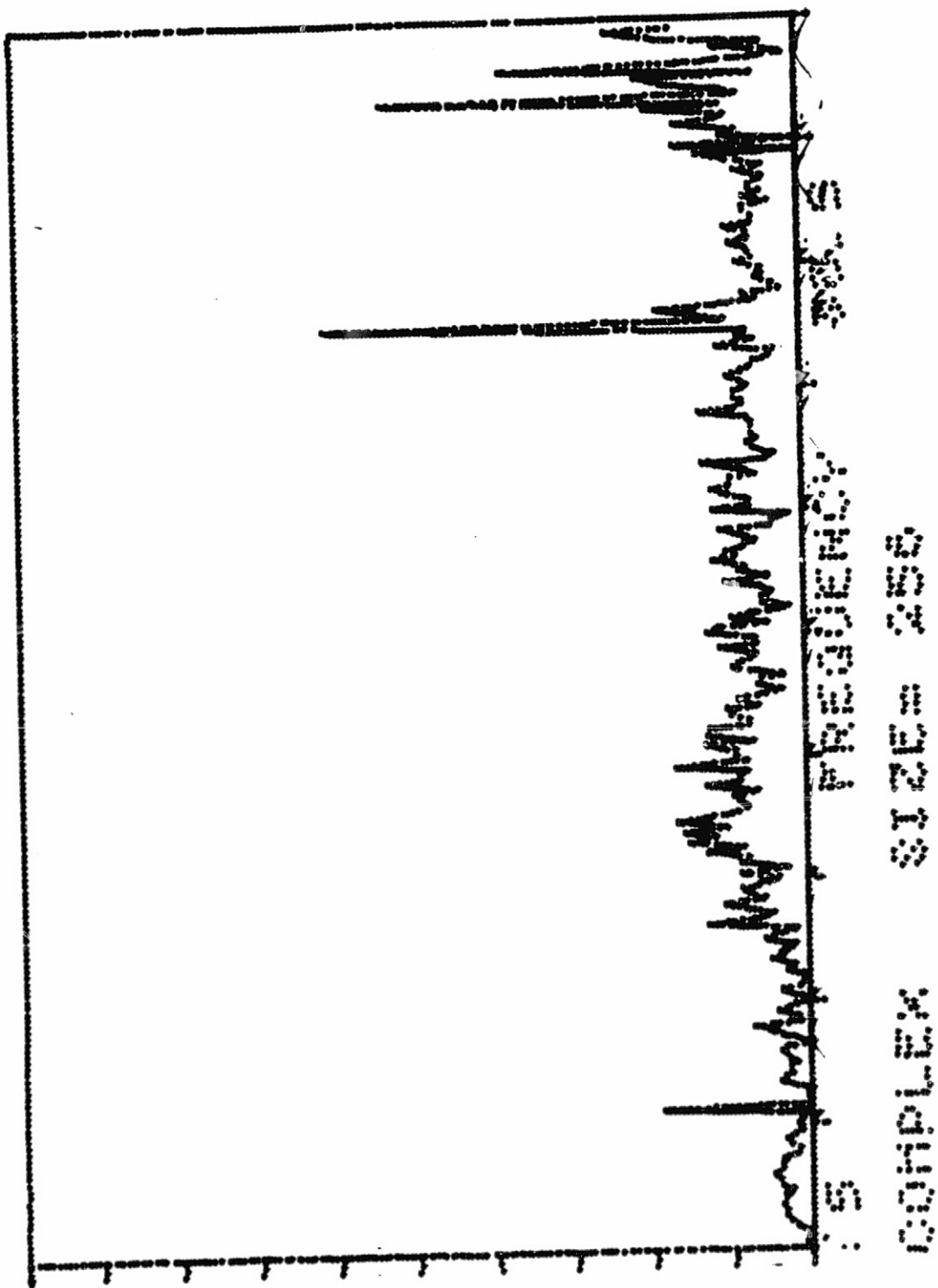


AL2/FL1

4.

1994

6.

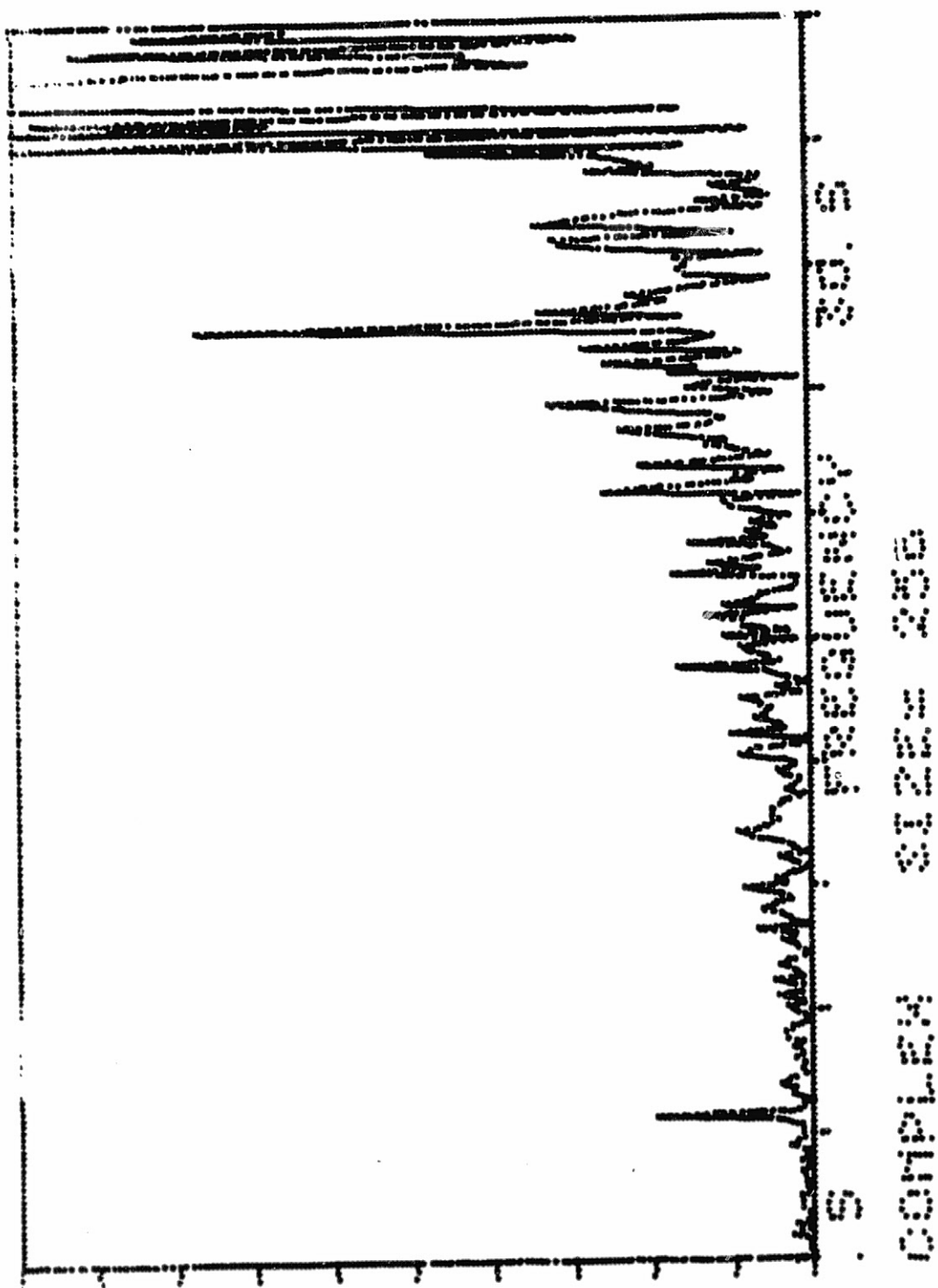


AL3/FL1

4.

1990H

0.



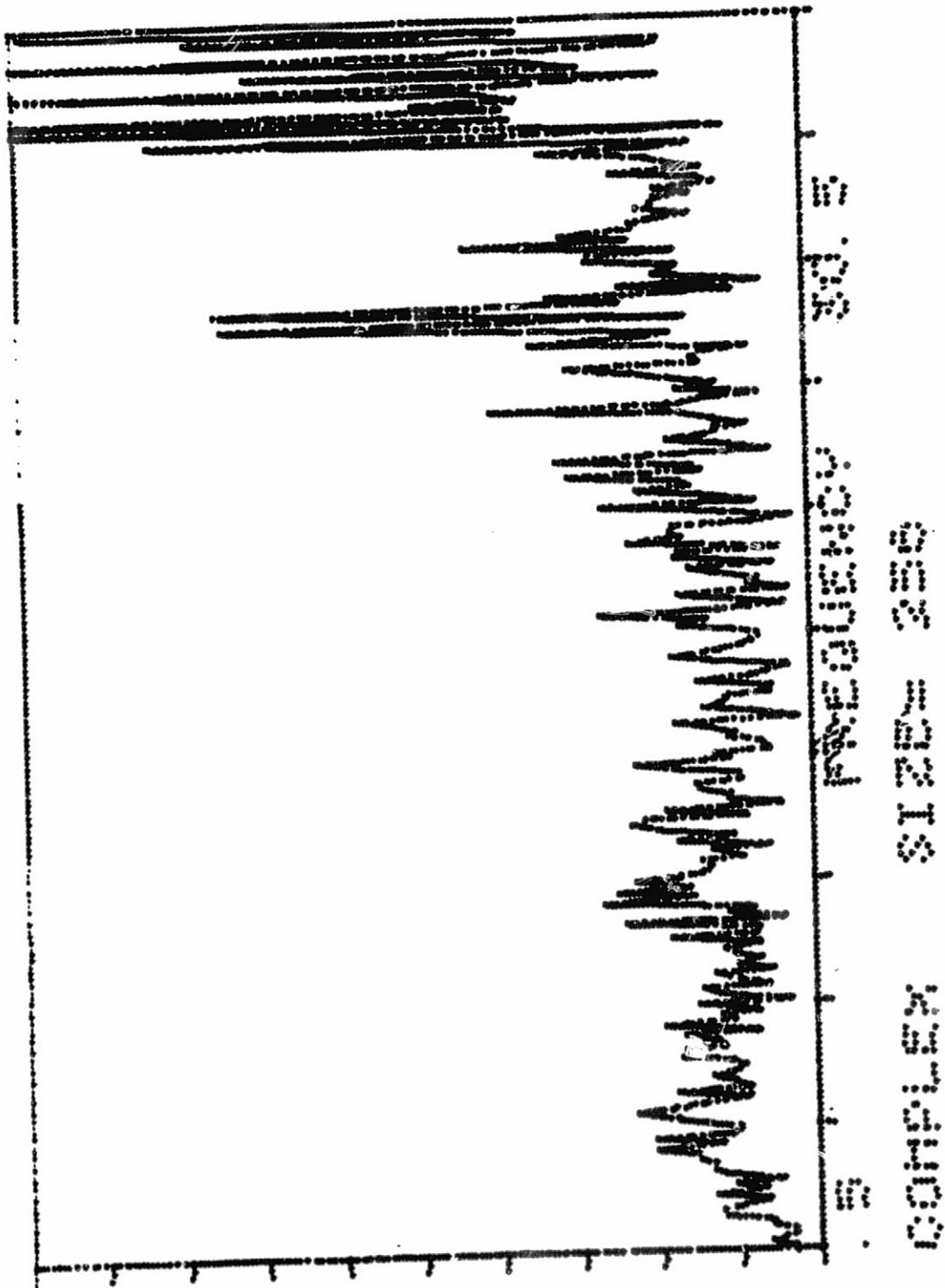
AL6/FL1

104E

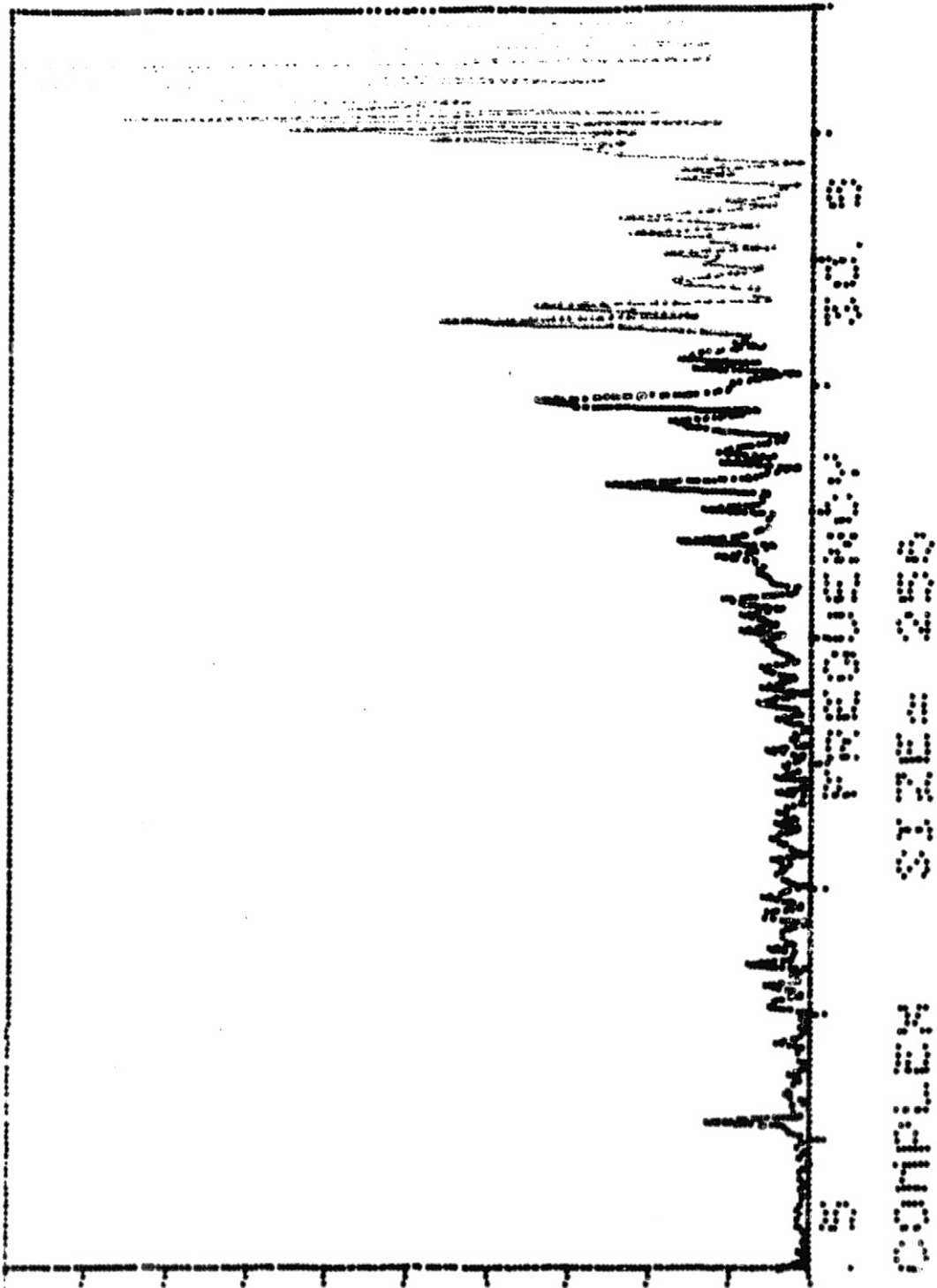
J

0.

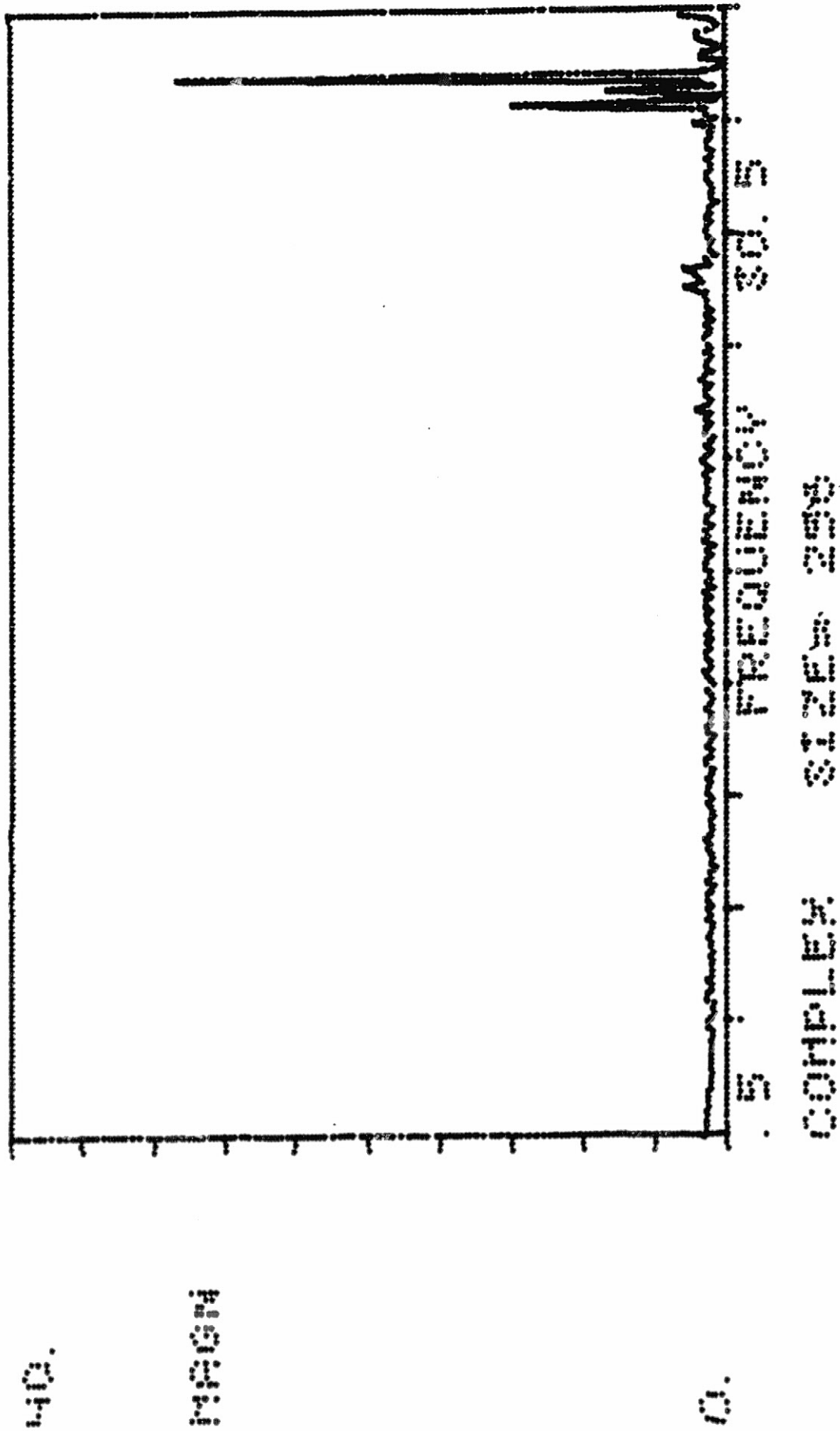




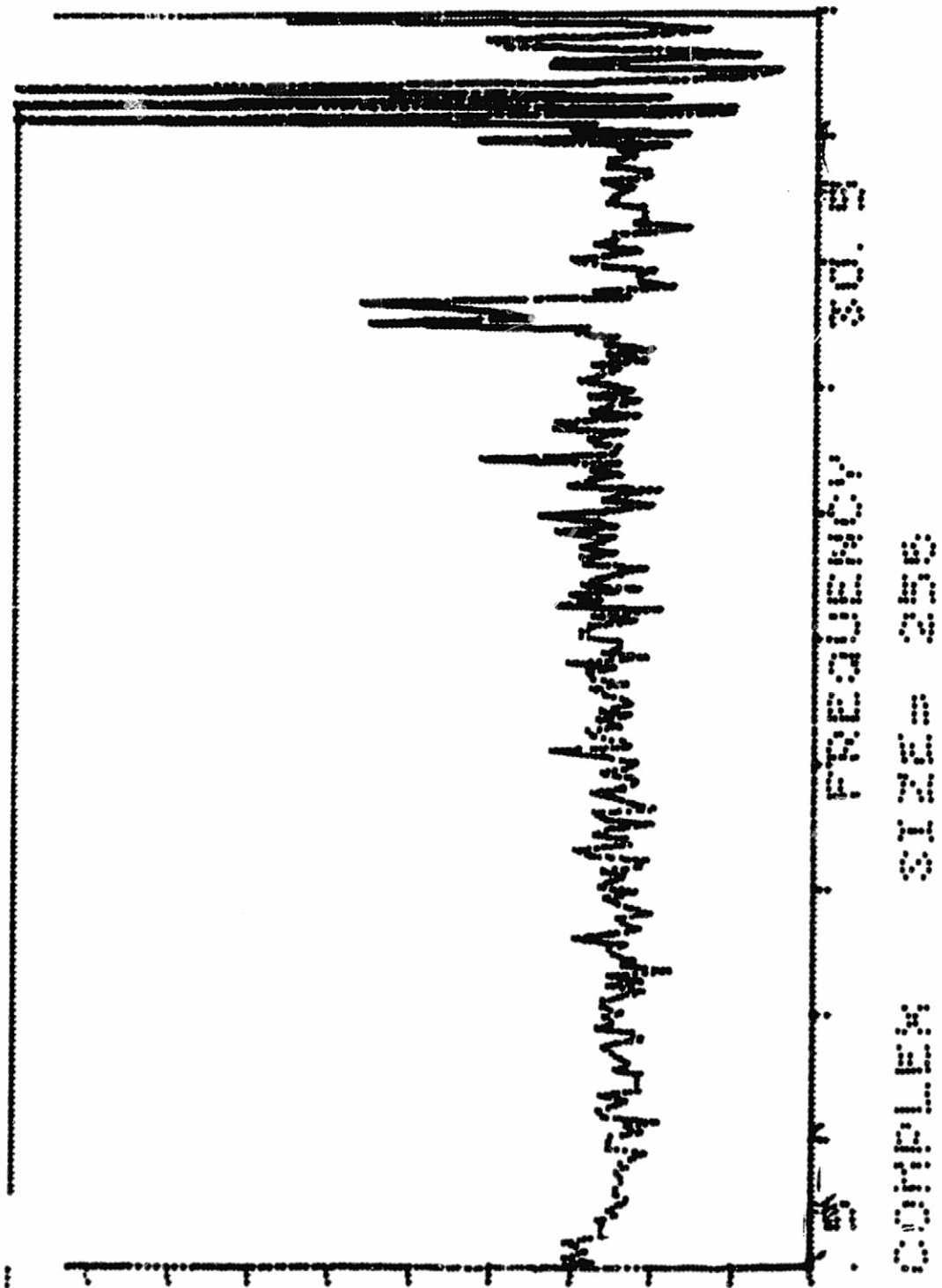
AL7/FL1



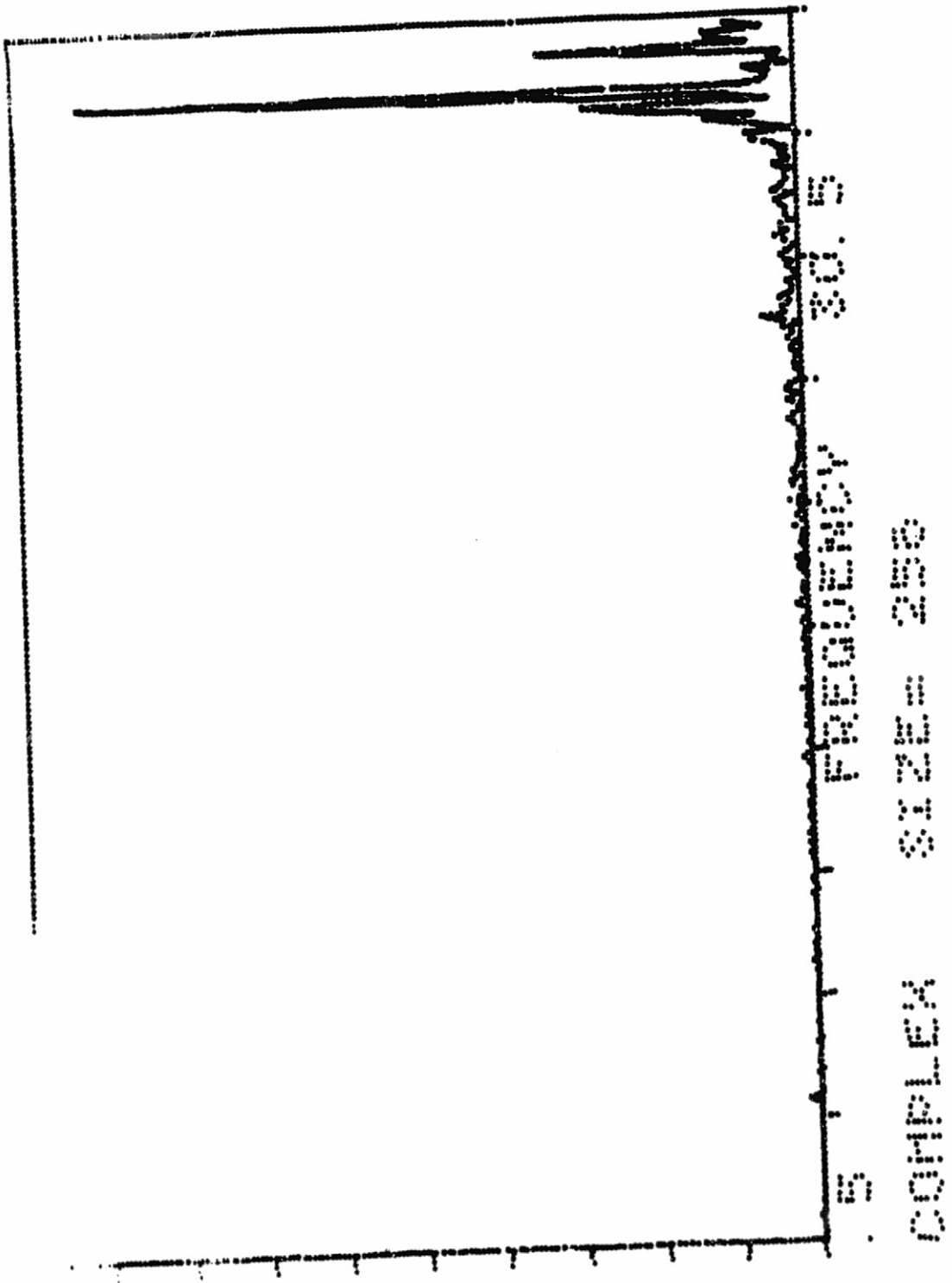
AL11/FL1



$\Delta P/FL1$


 $\Delta P/FL1$ 

175

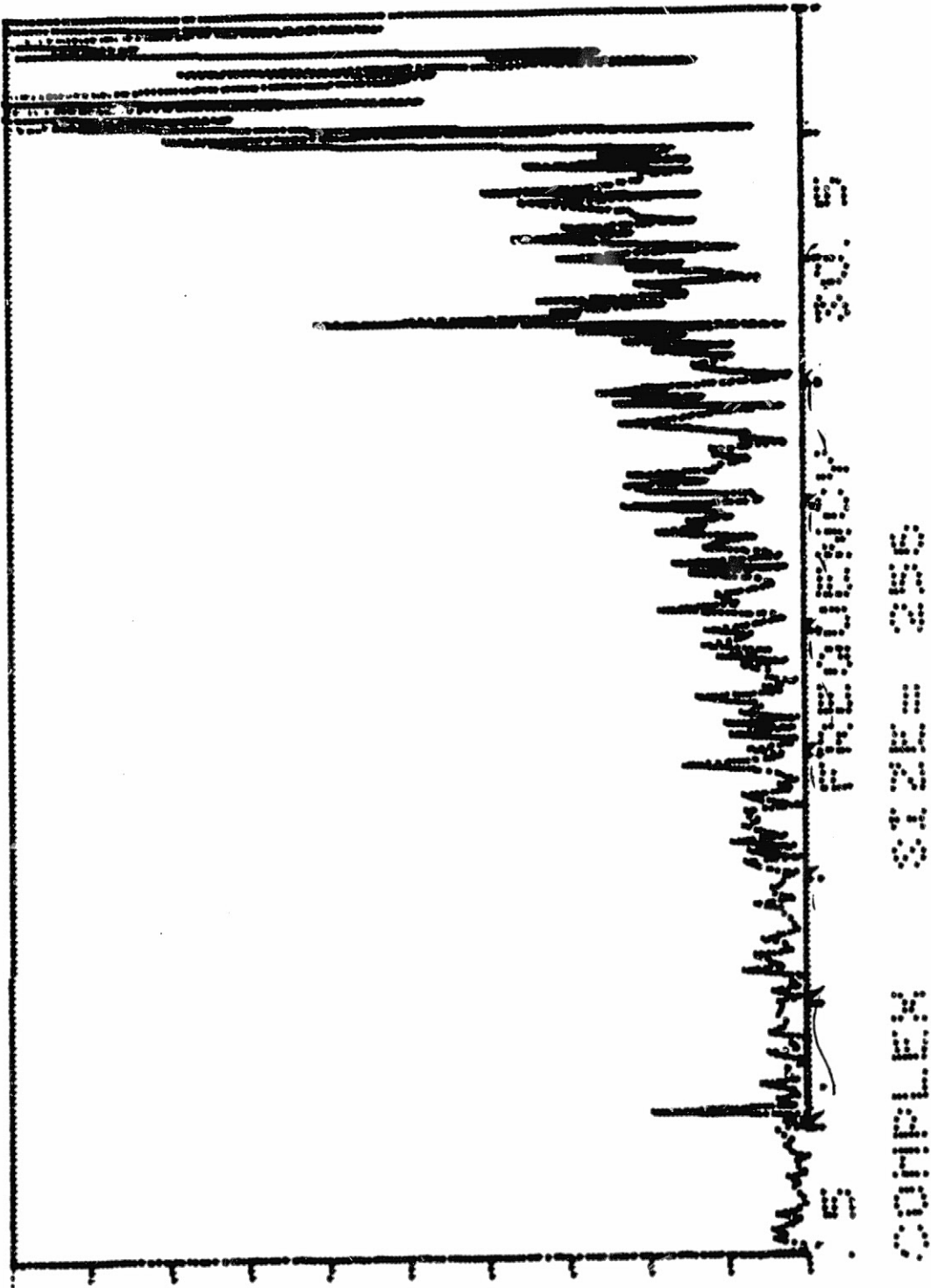


AL4/FL1

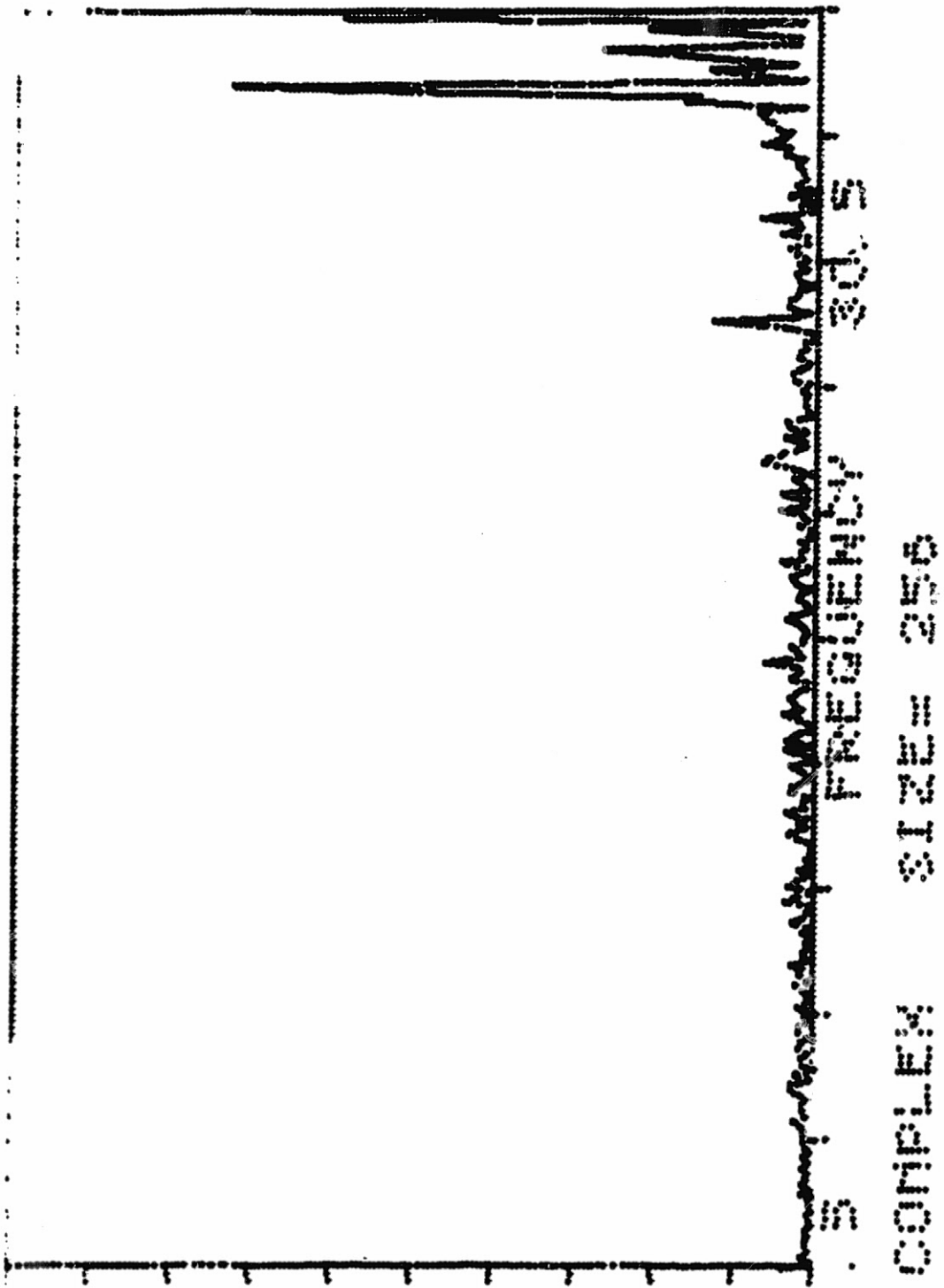
50

1000

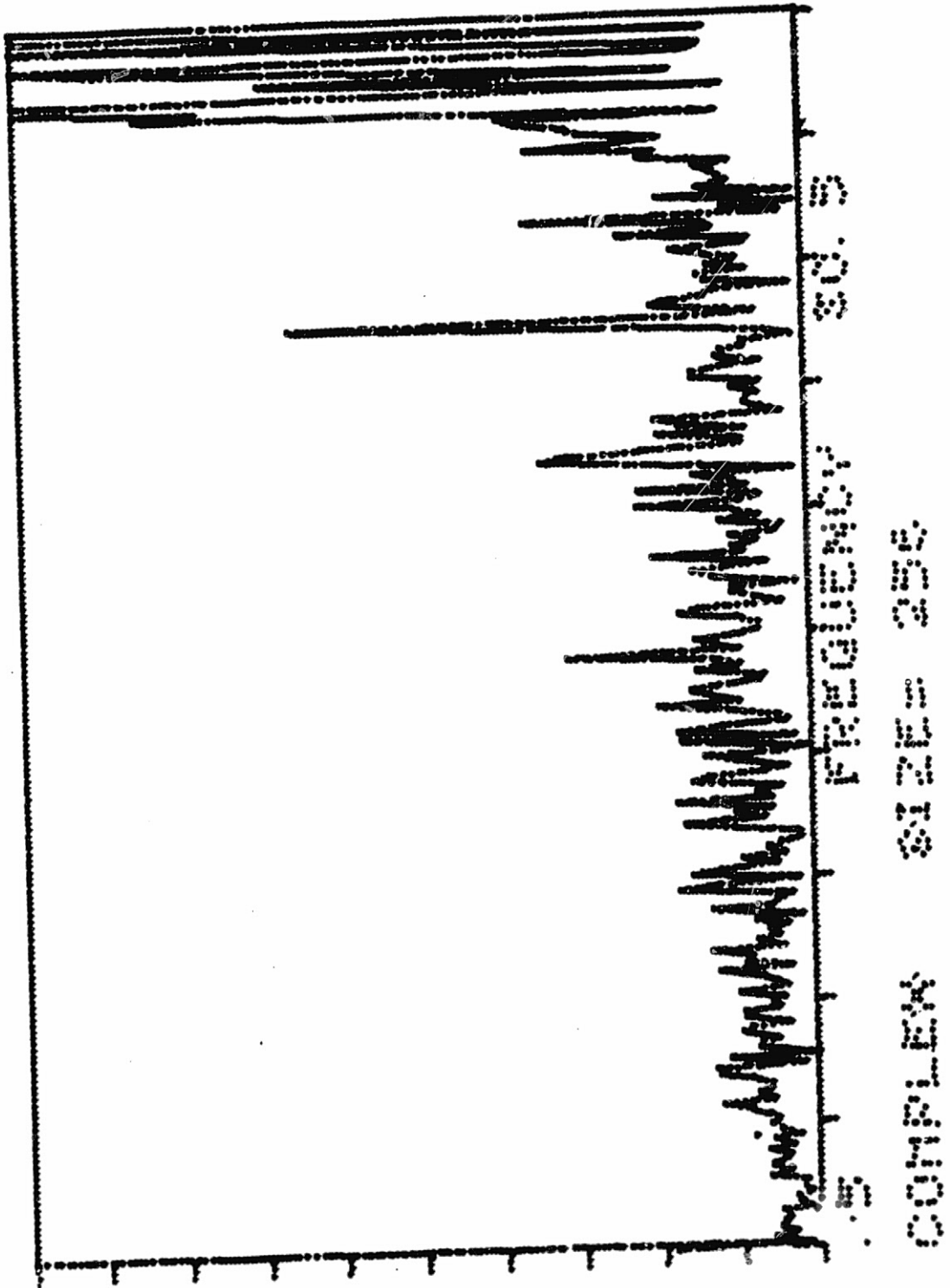
0



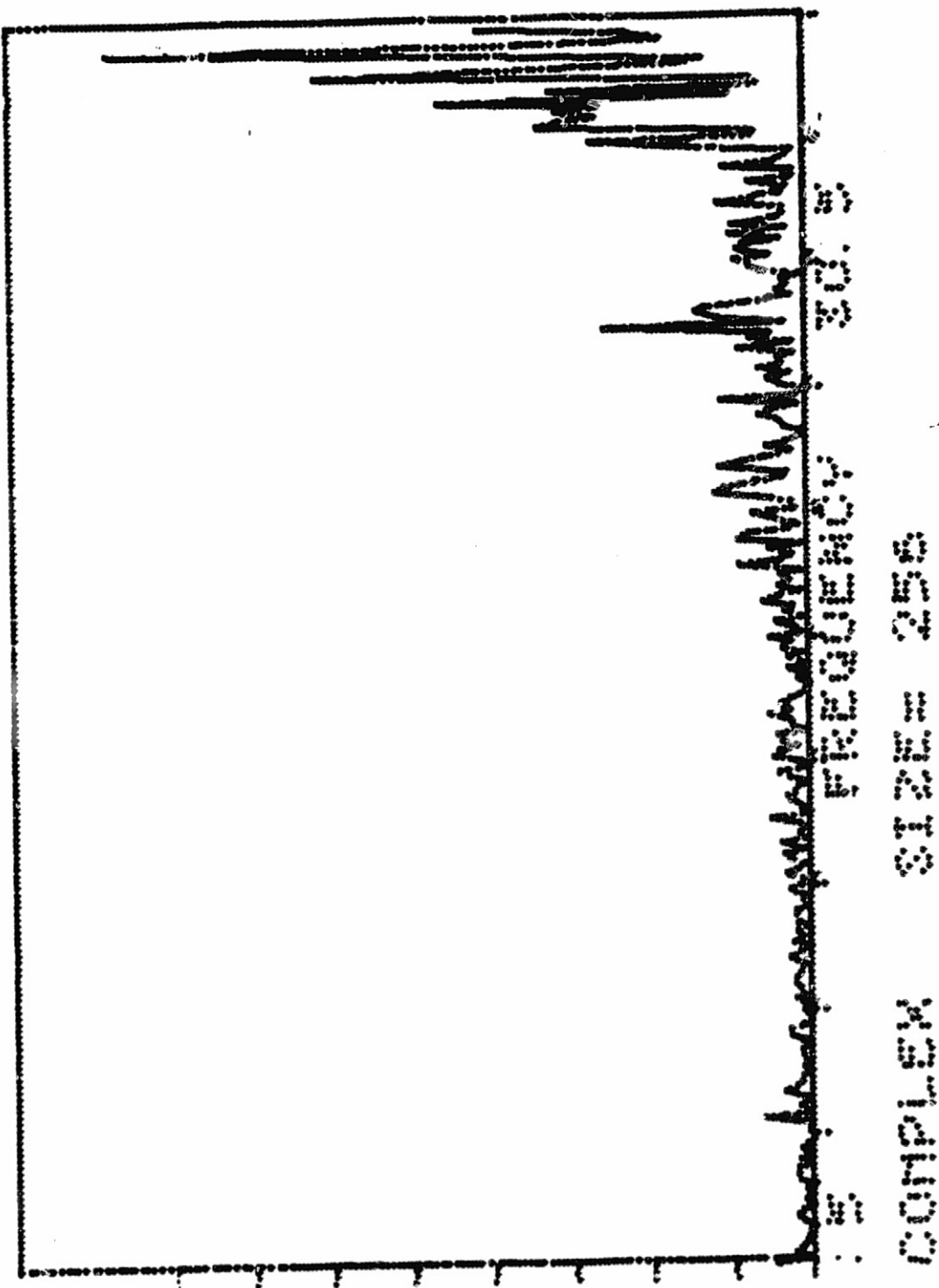
AL4/FL1







AL5/FL1

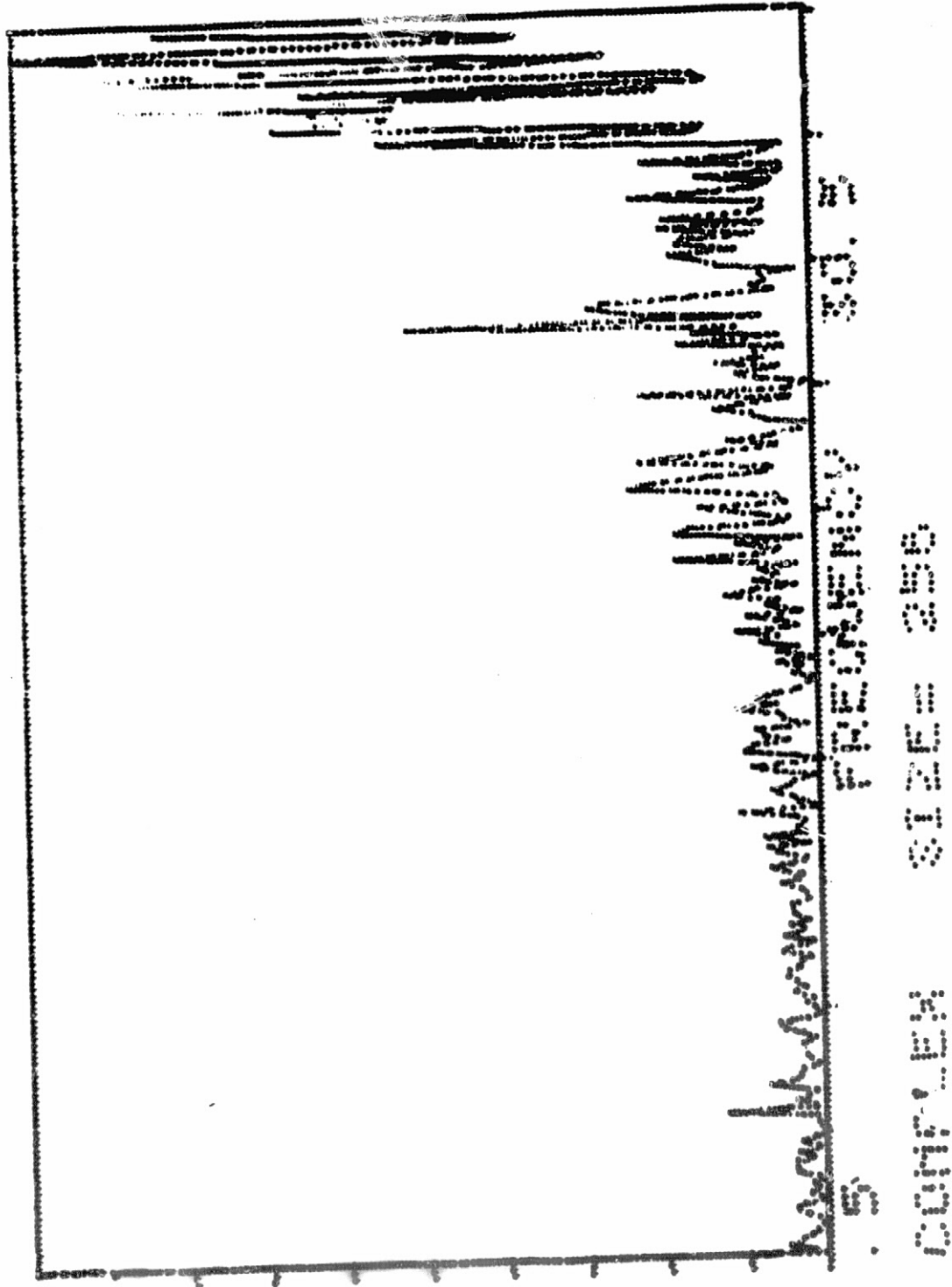


AL8/FL1

30.

HEG4

0.

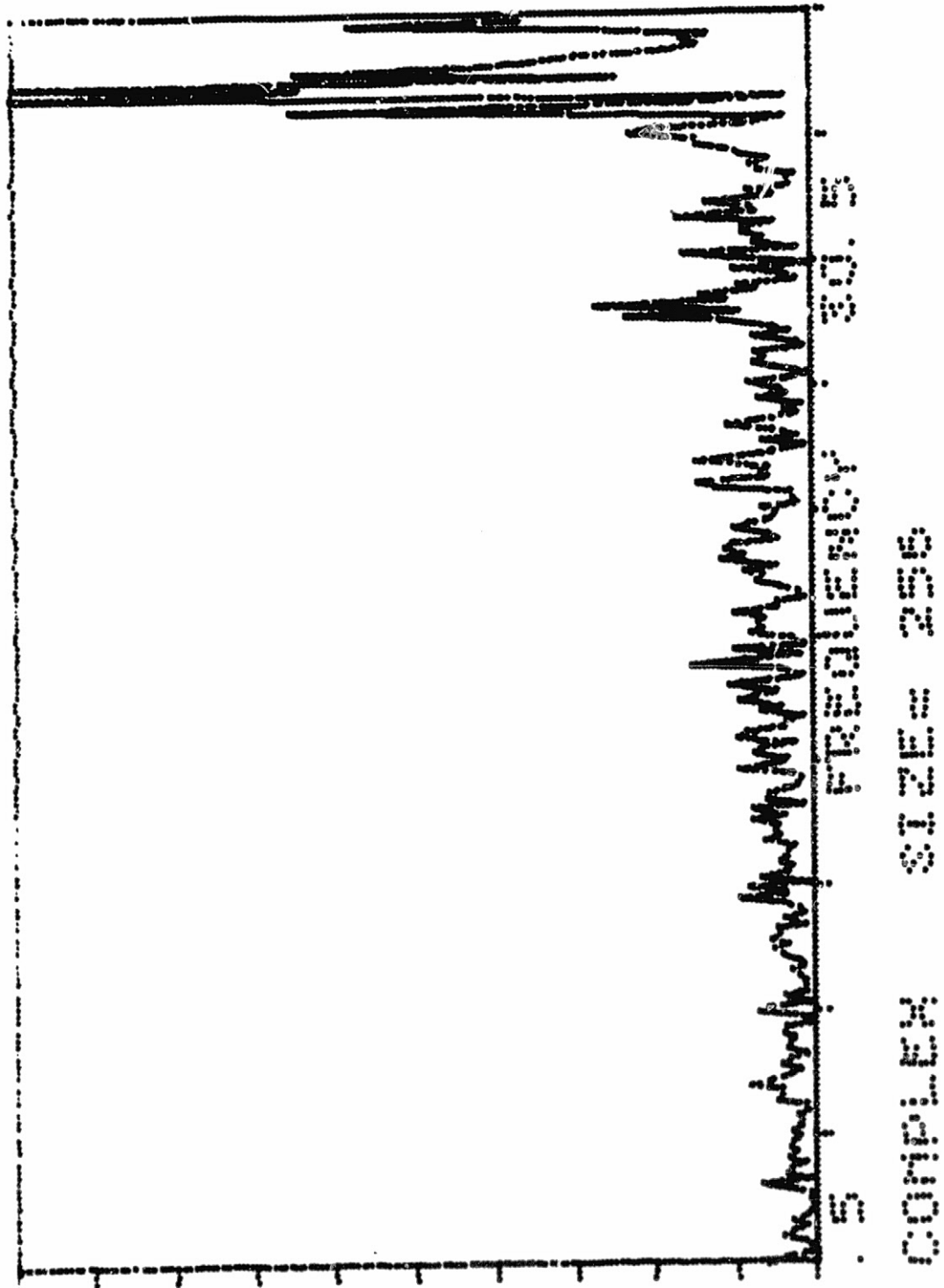


90

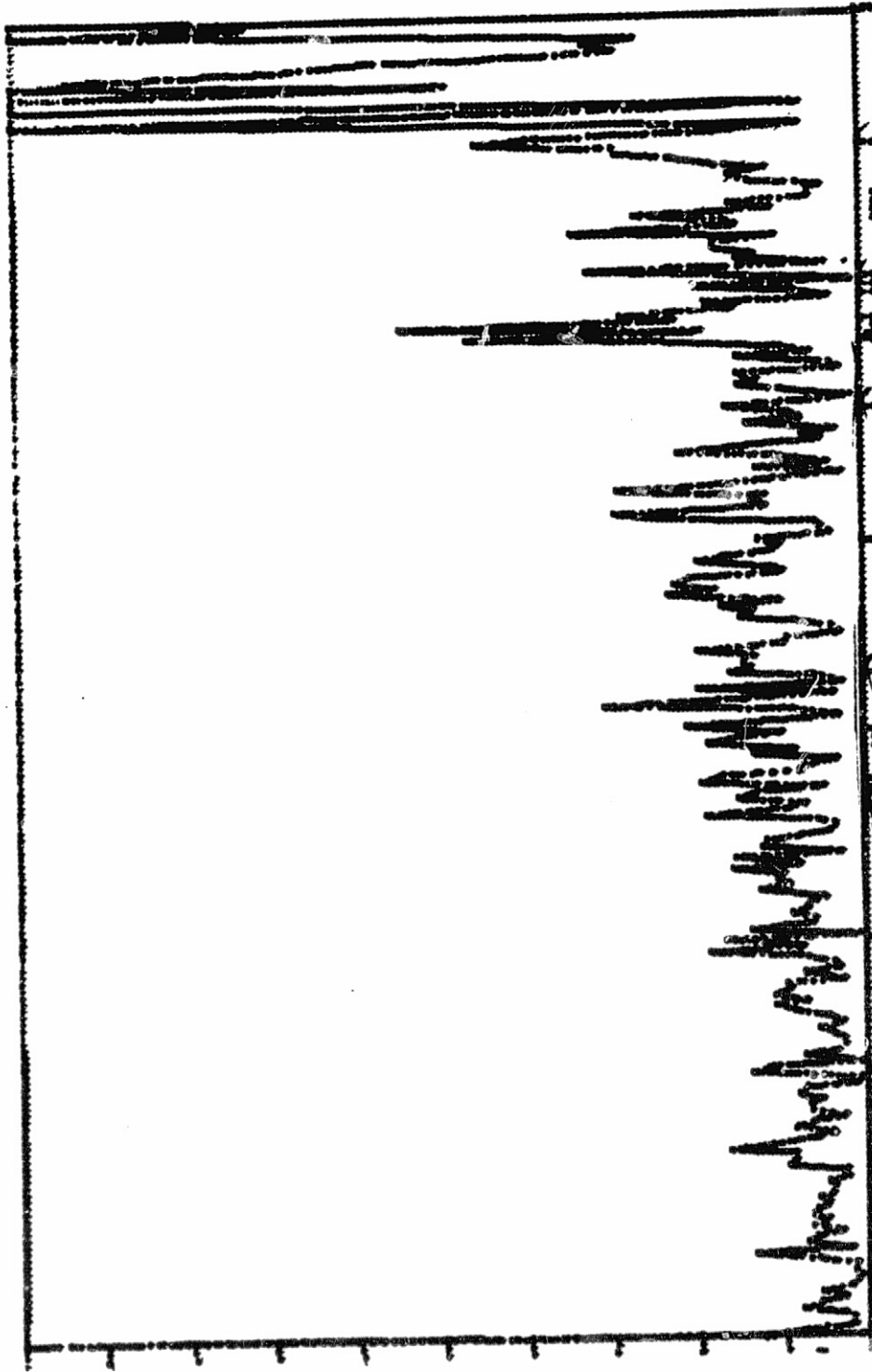
1100

0

AL8/FL1



AL9/FL1



5

5

5

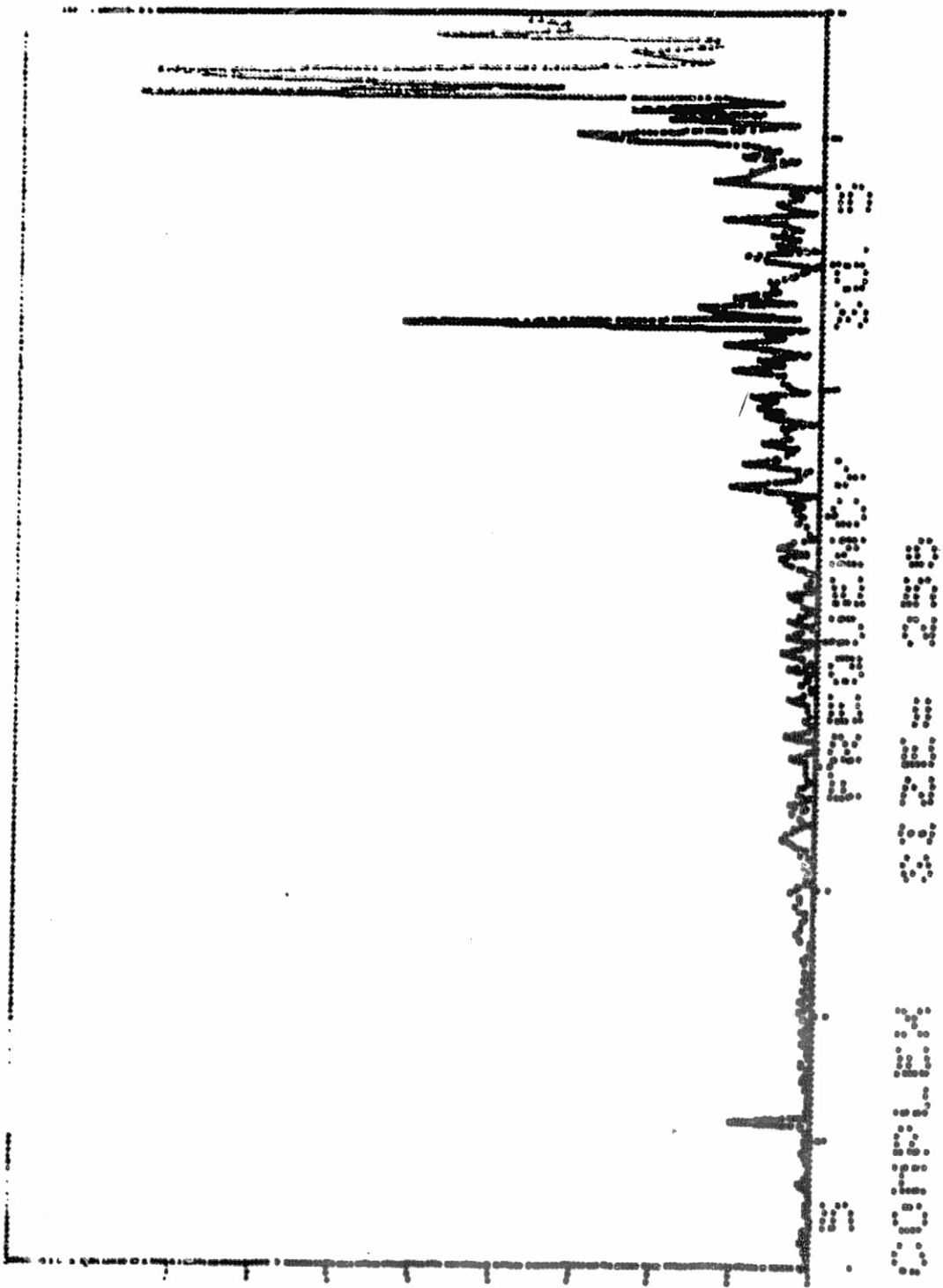
COMPLEX SIZE 358

AL9/FL1

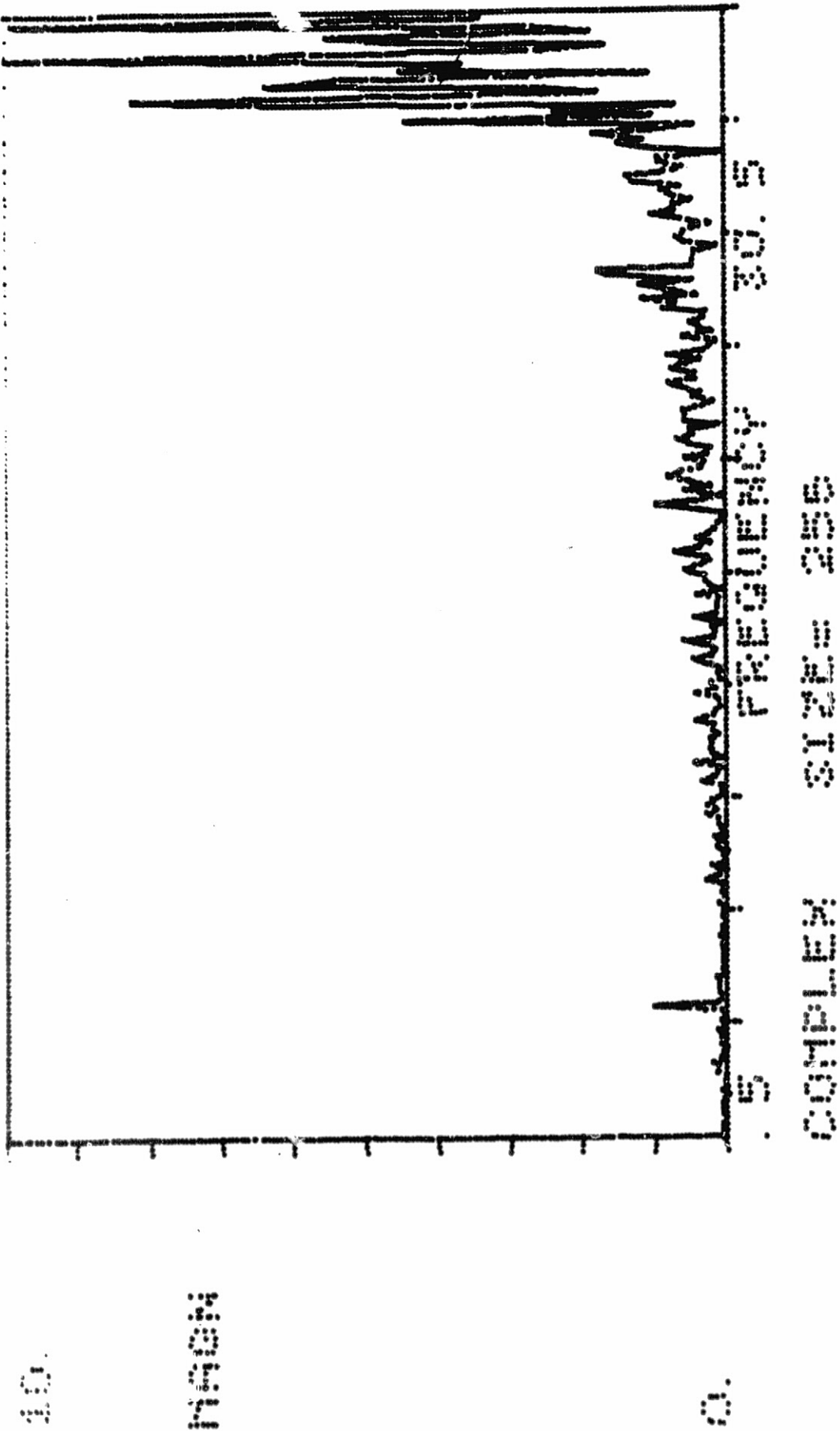
10.

WAGAS

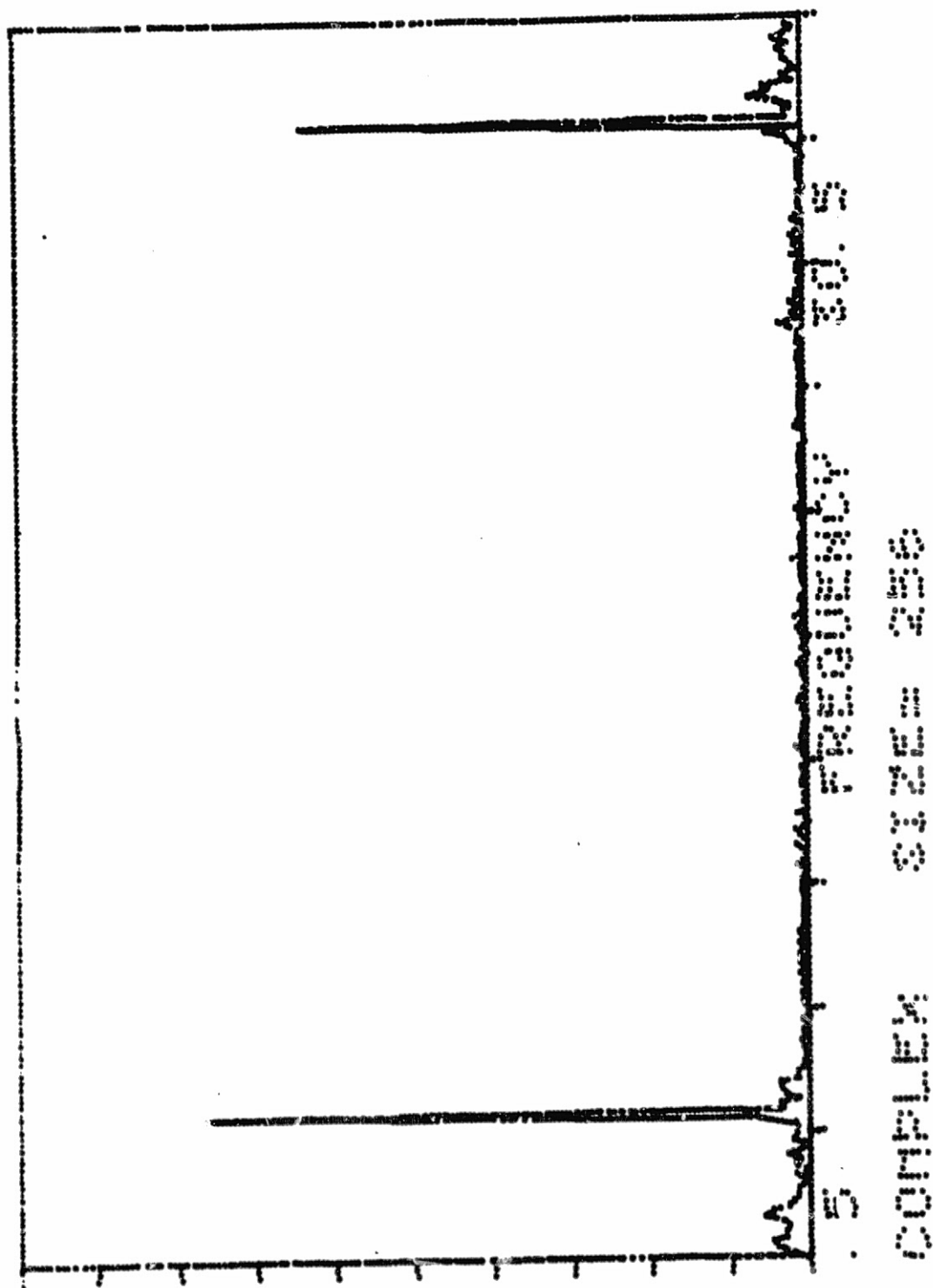
0.



AL10/FL1

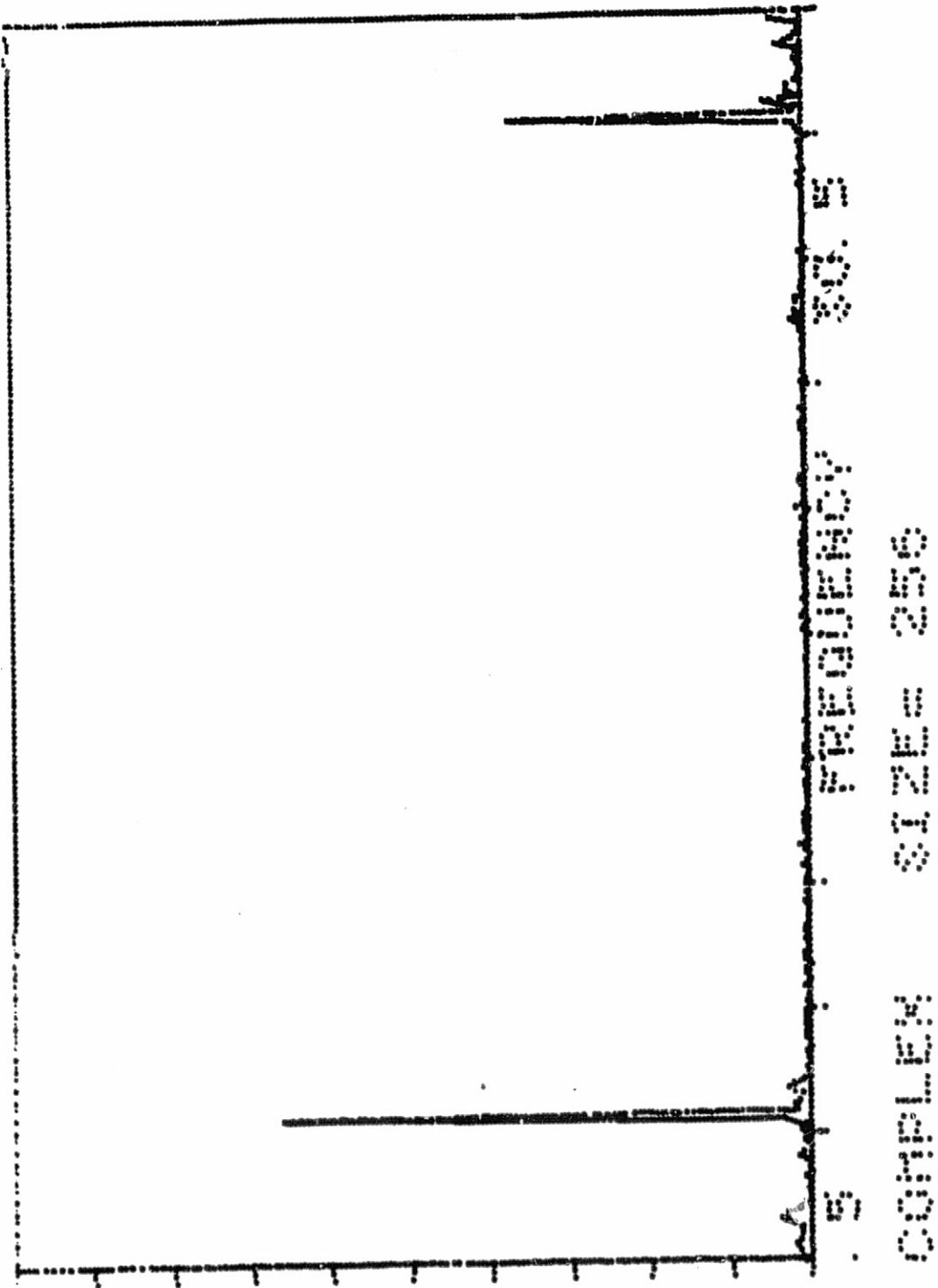


AL12/FL1



DL1/FL1

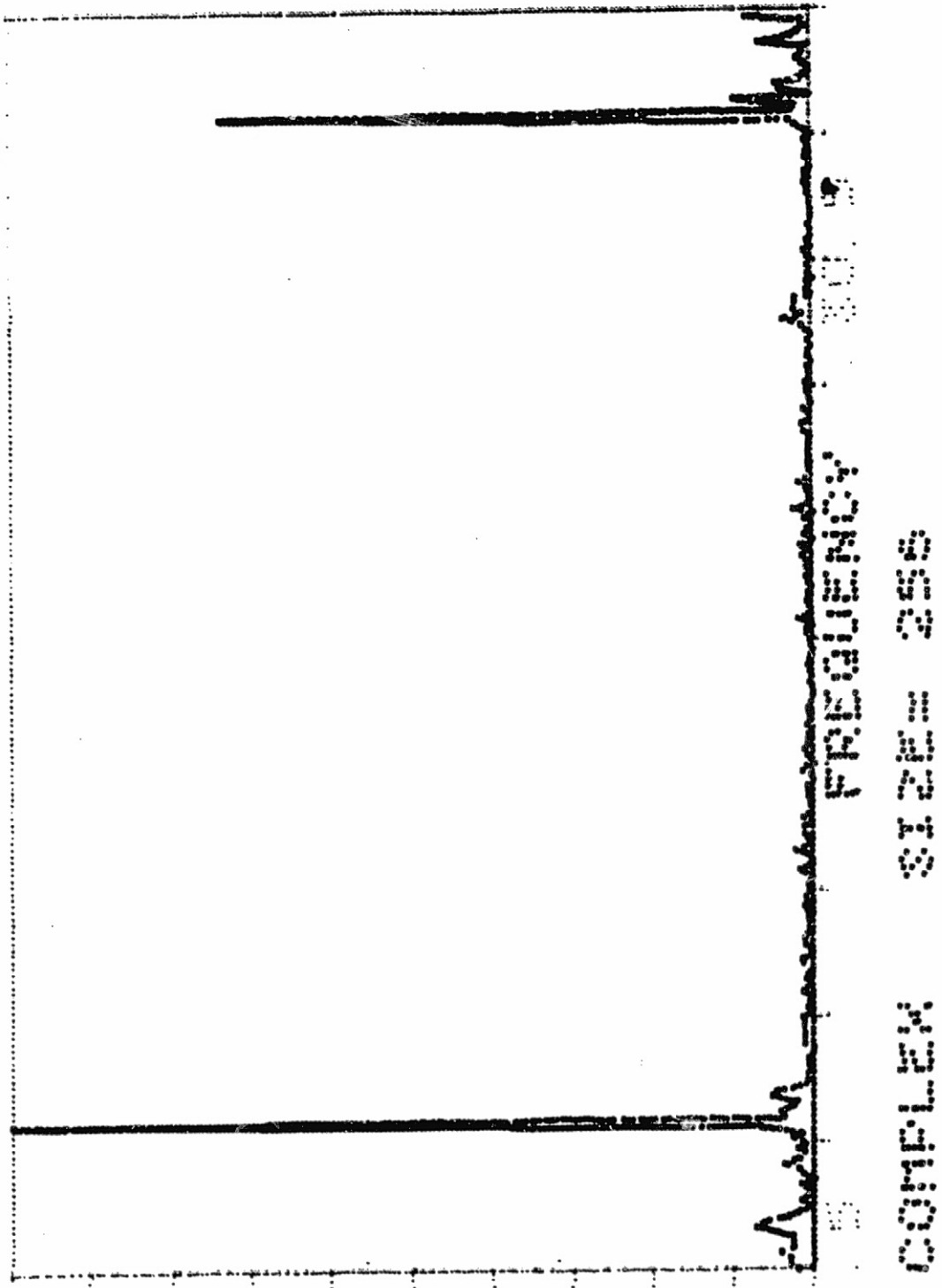




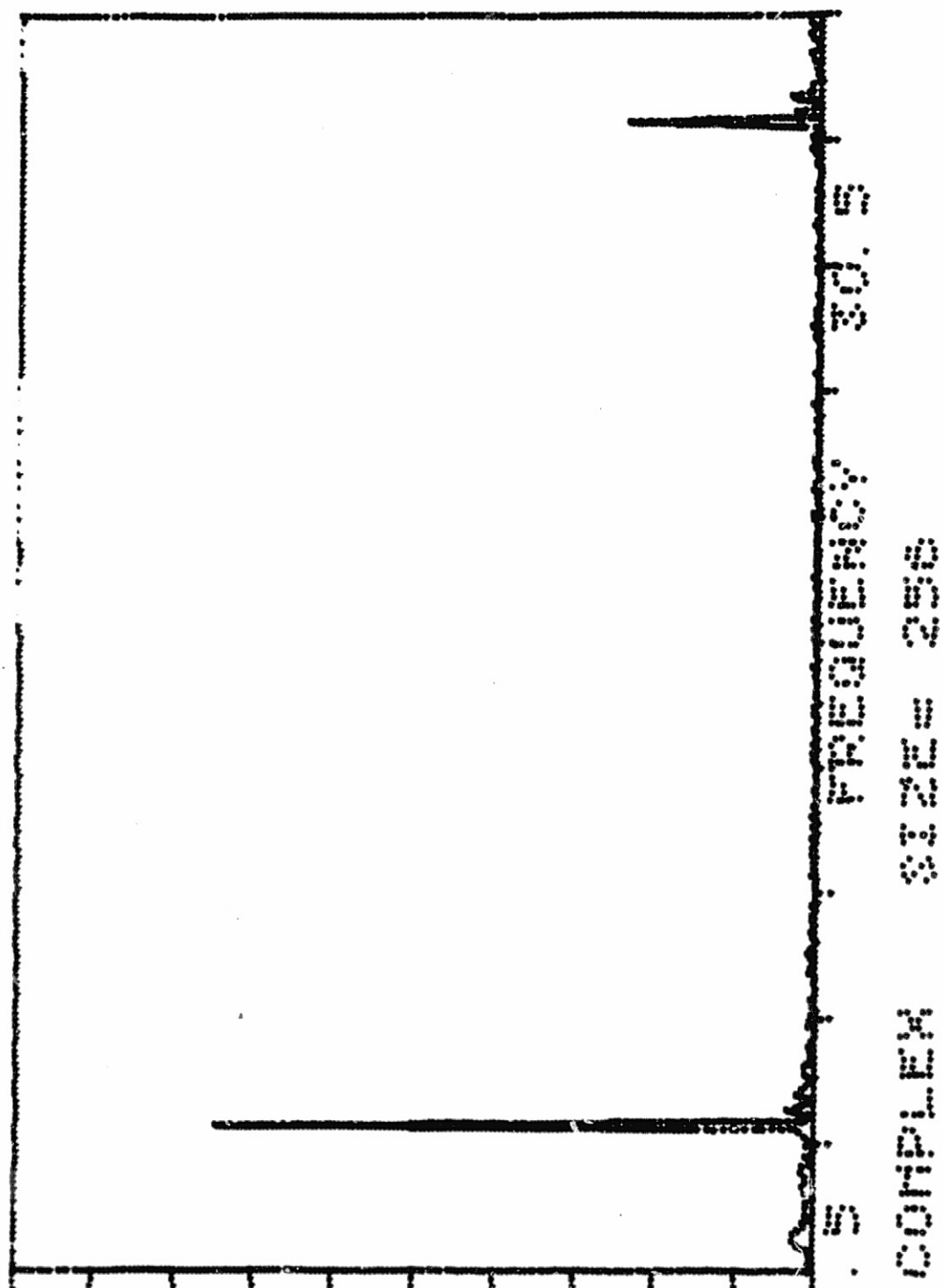
DL2/FL1

256

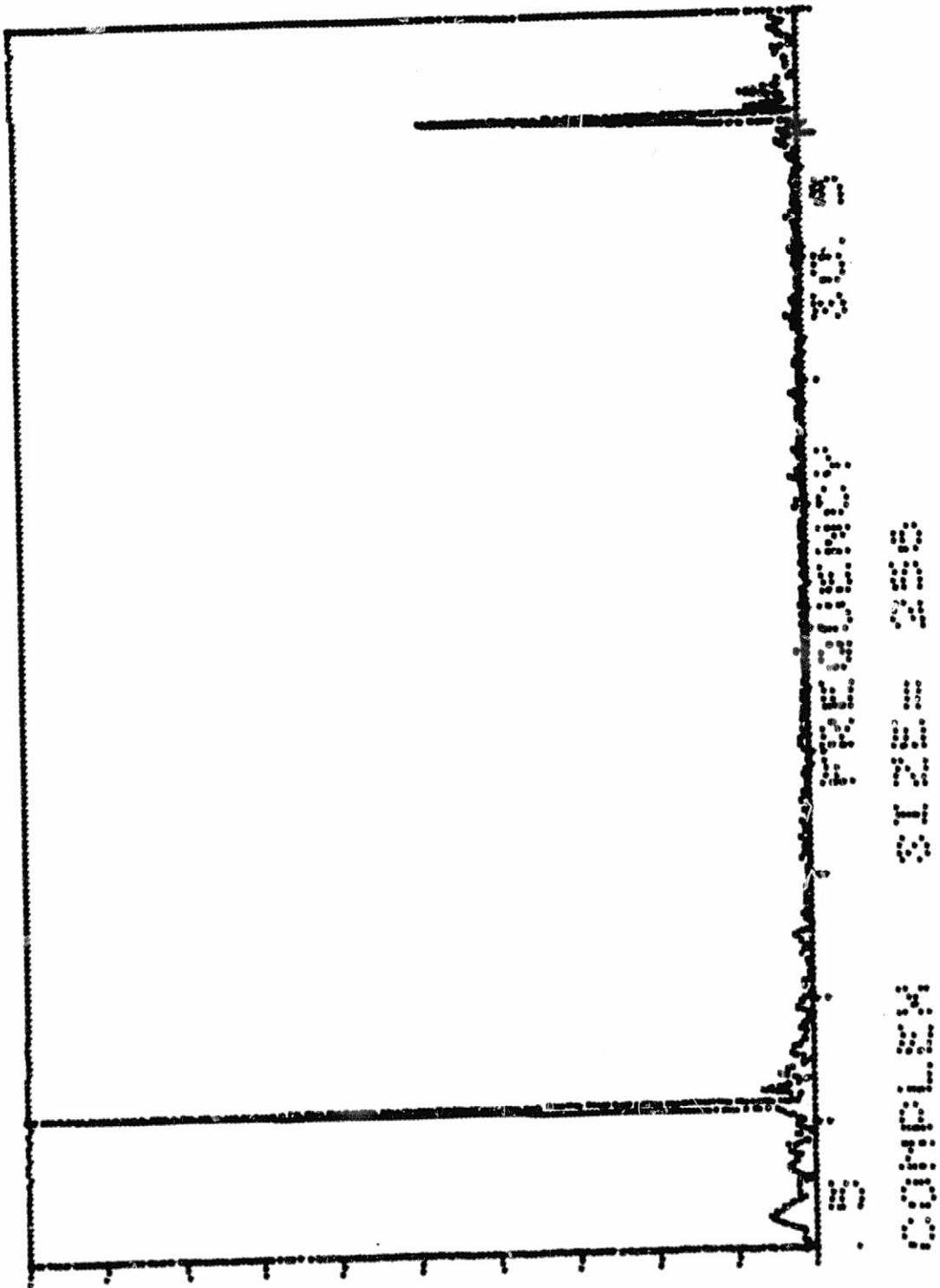
0.



DL2/FL1



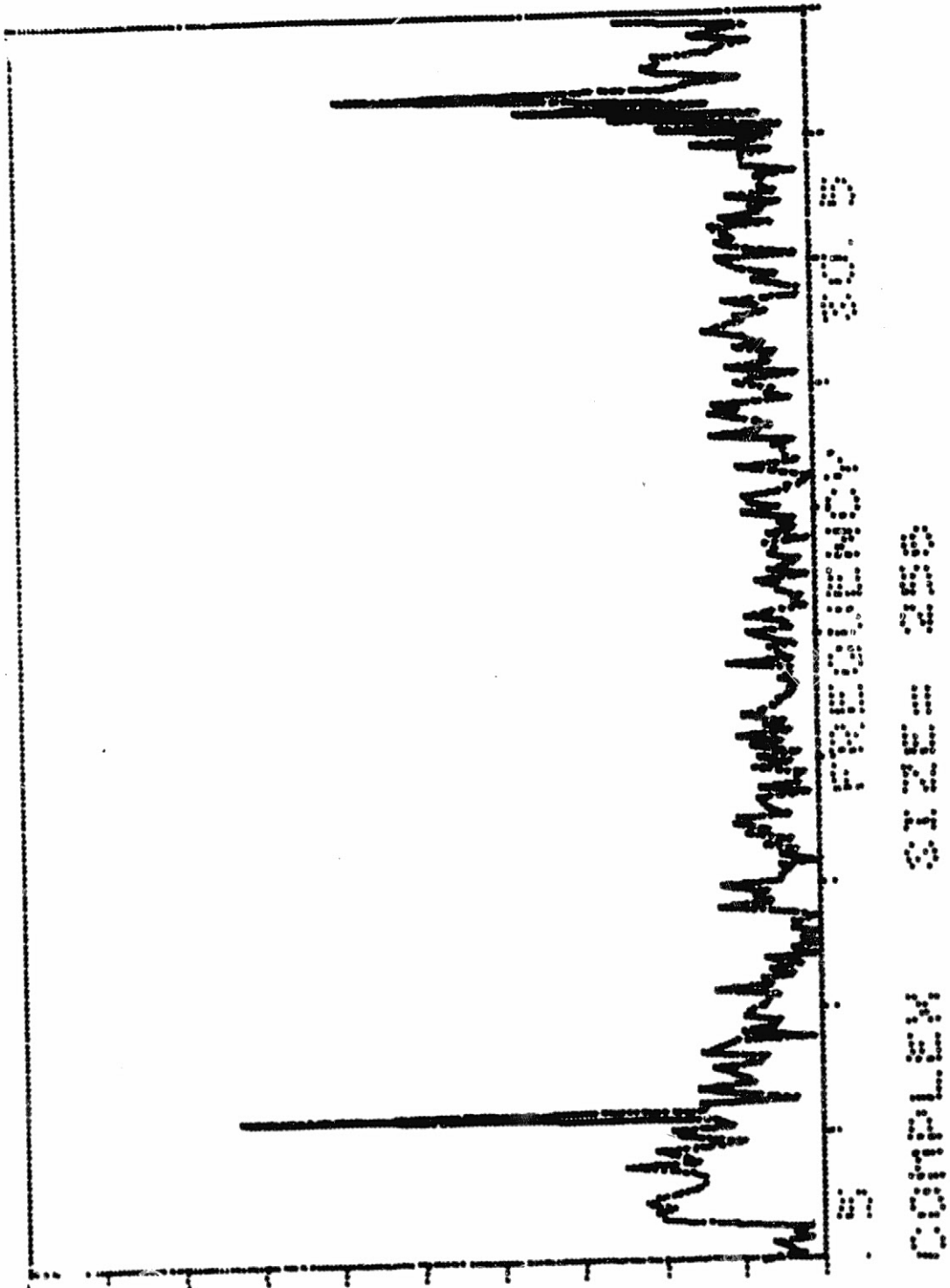
DL3/FL1



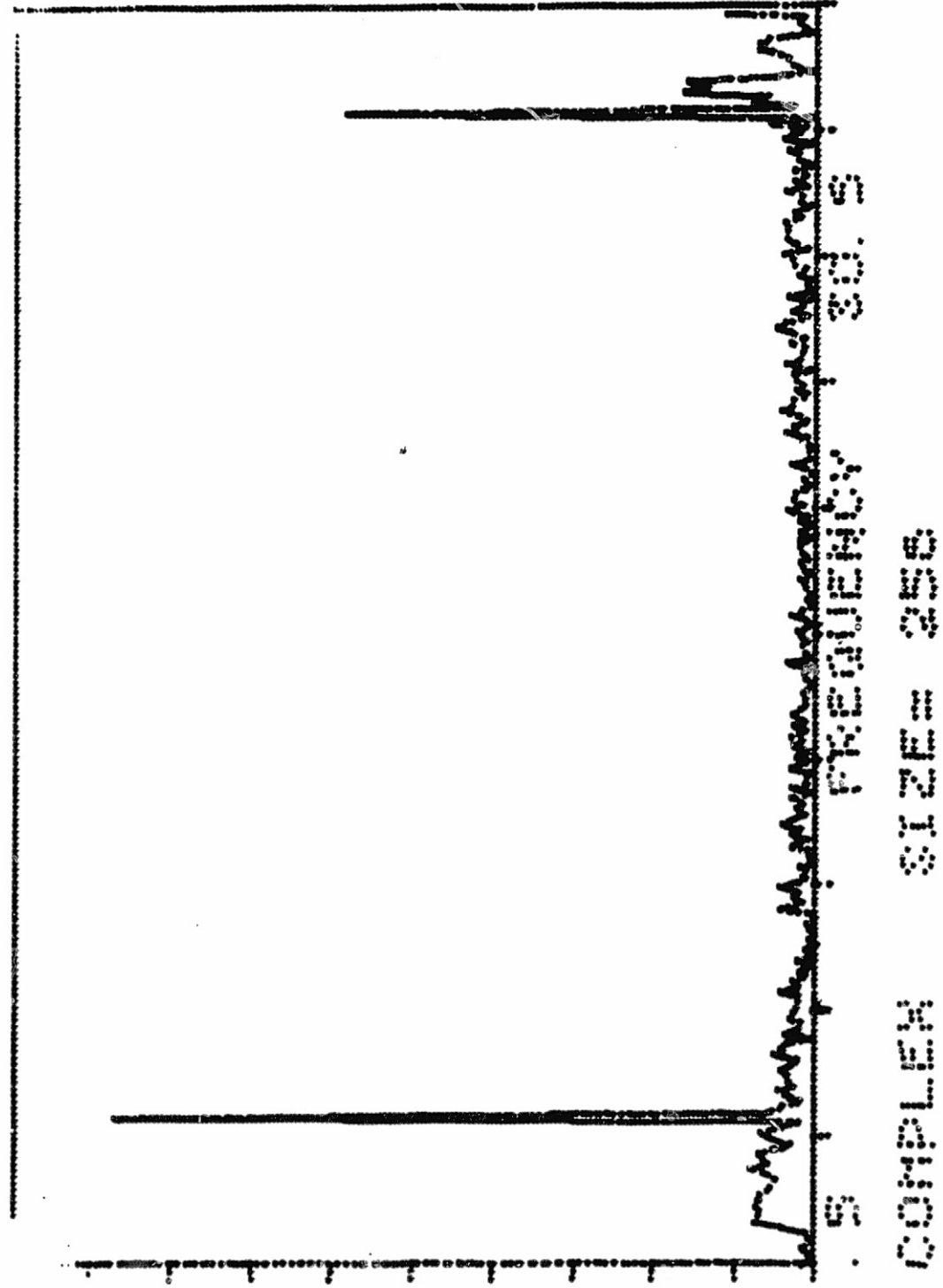
DL3/FL1

1904

0.



DL4/FL1

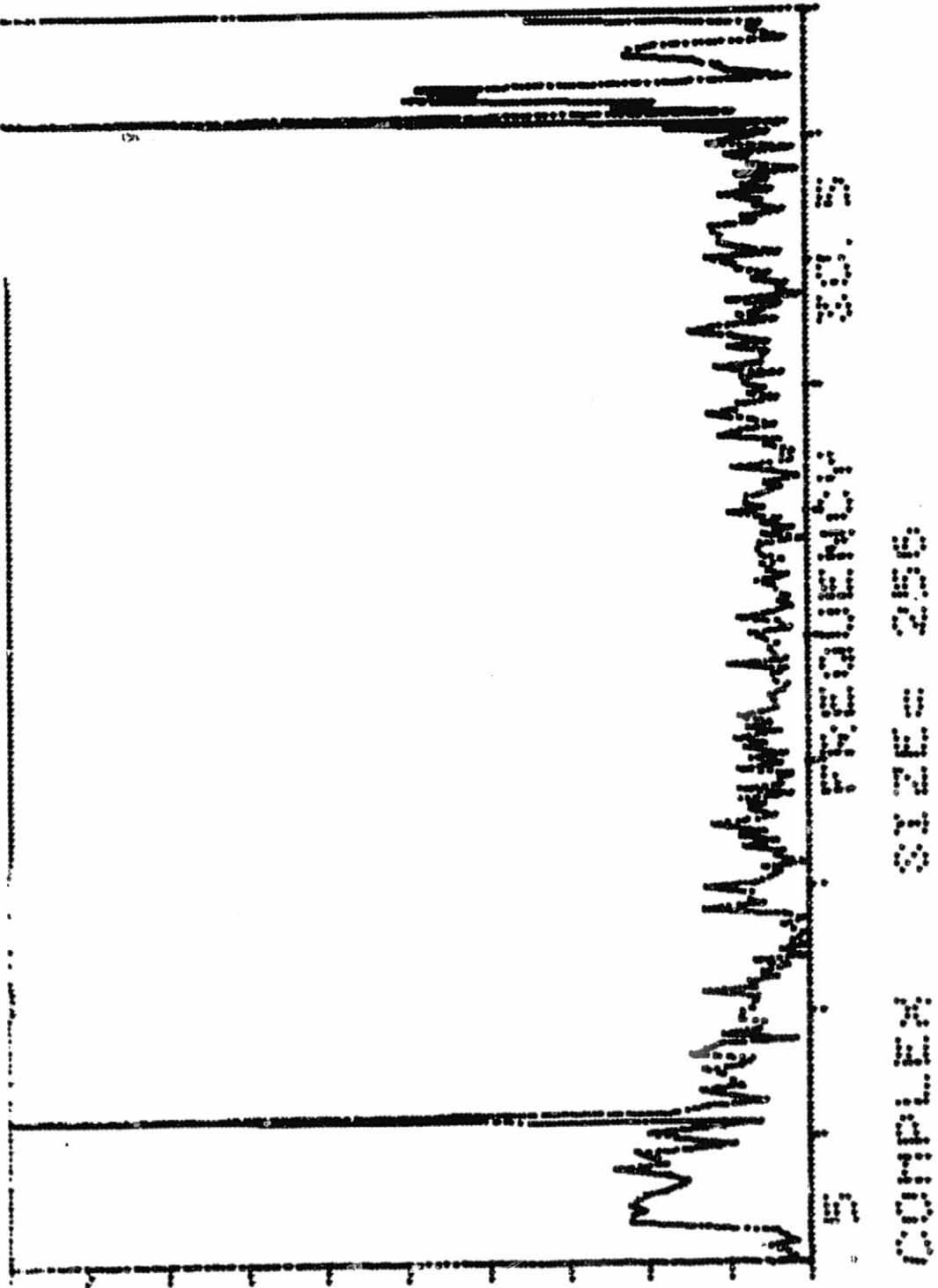


DL5/FL1

3.

1798

0.

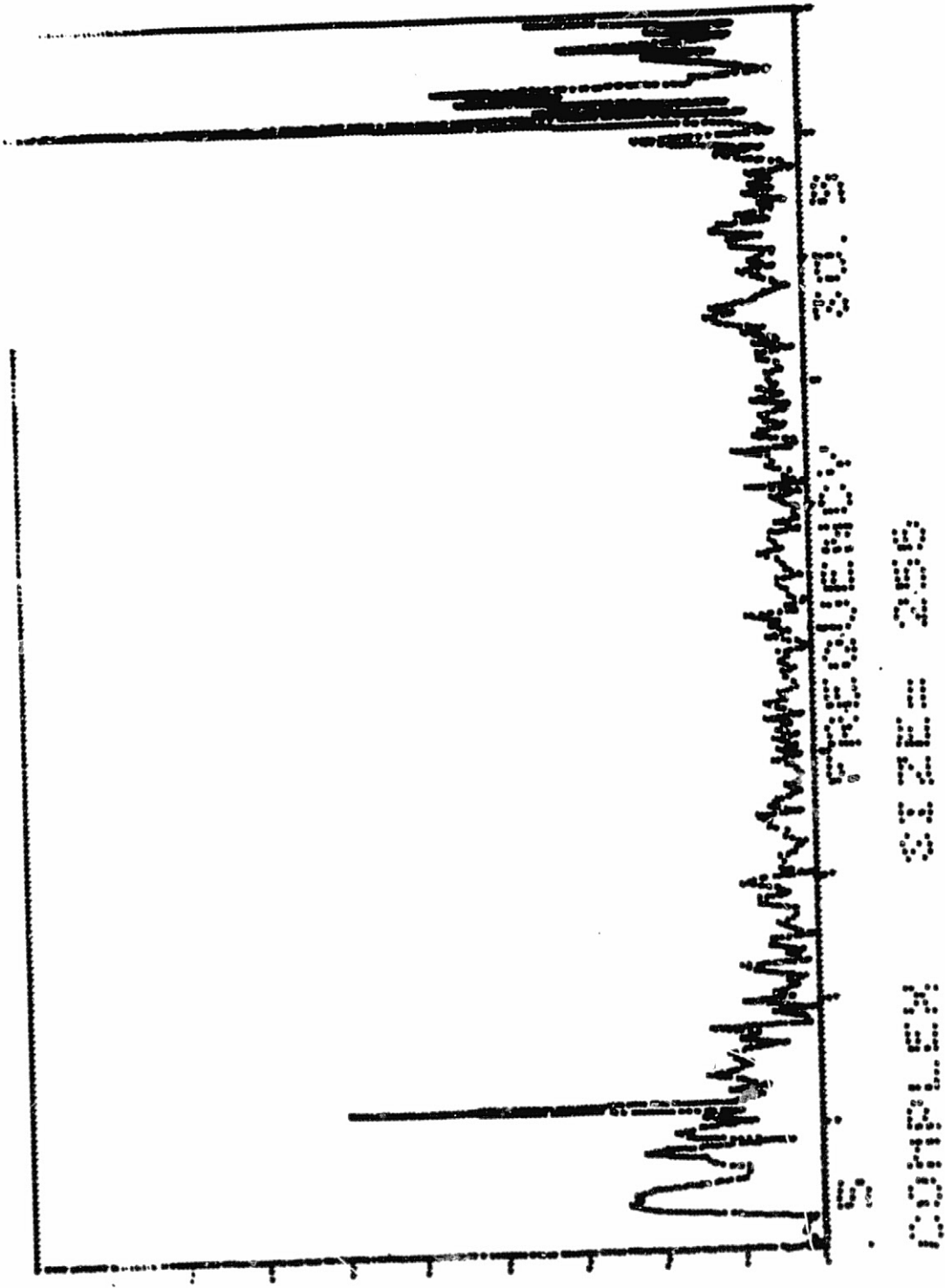


DL5/FL1

1.

11494

0.



1.

NR03

0.

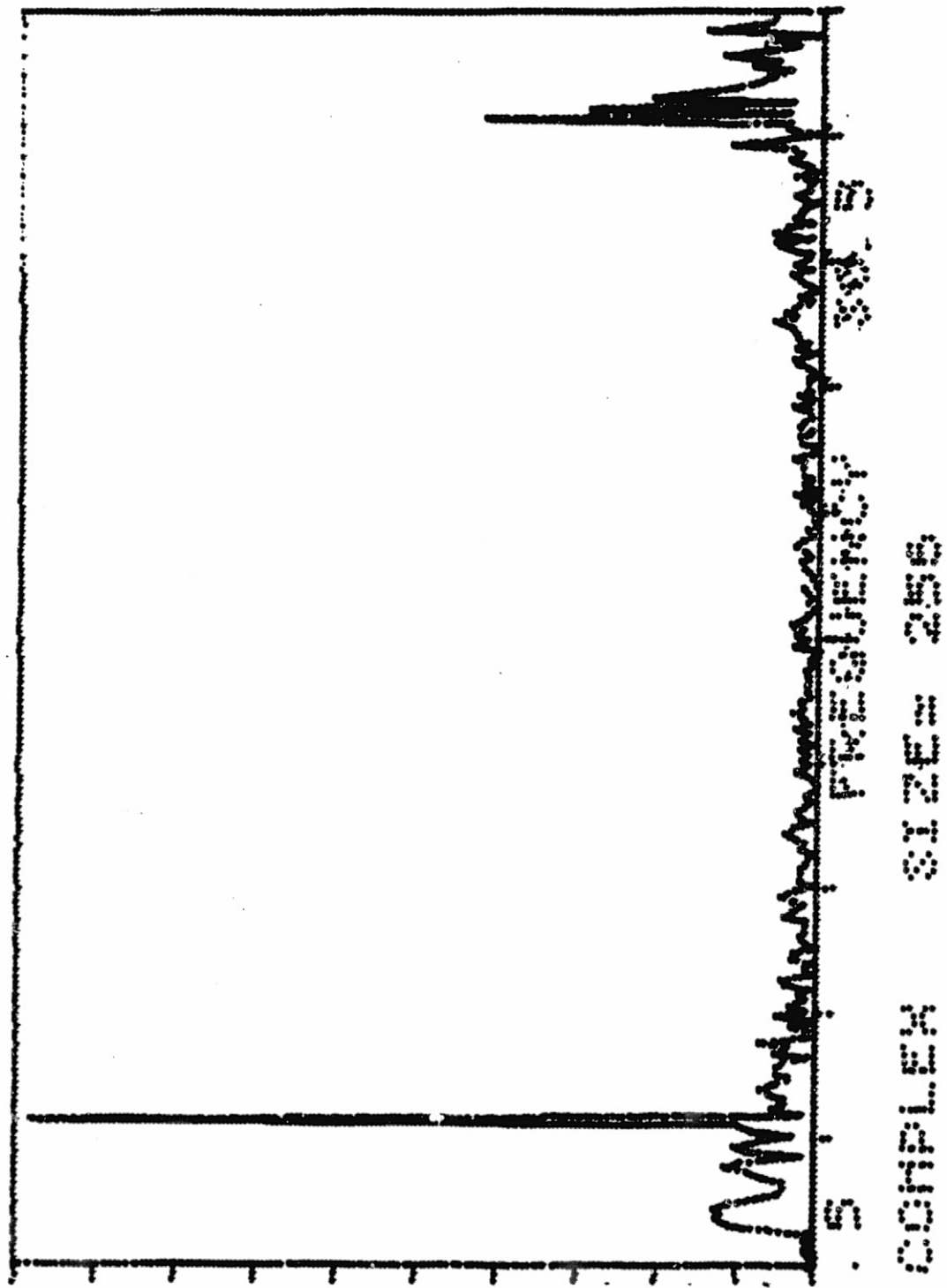


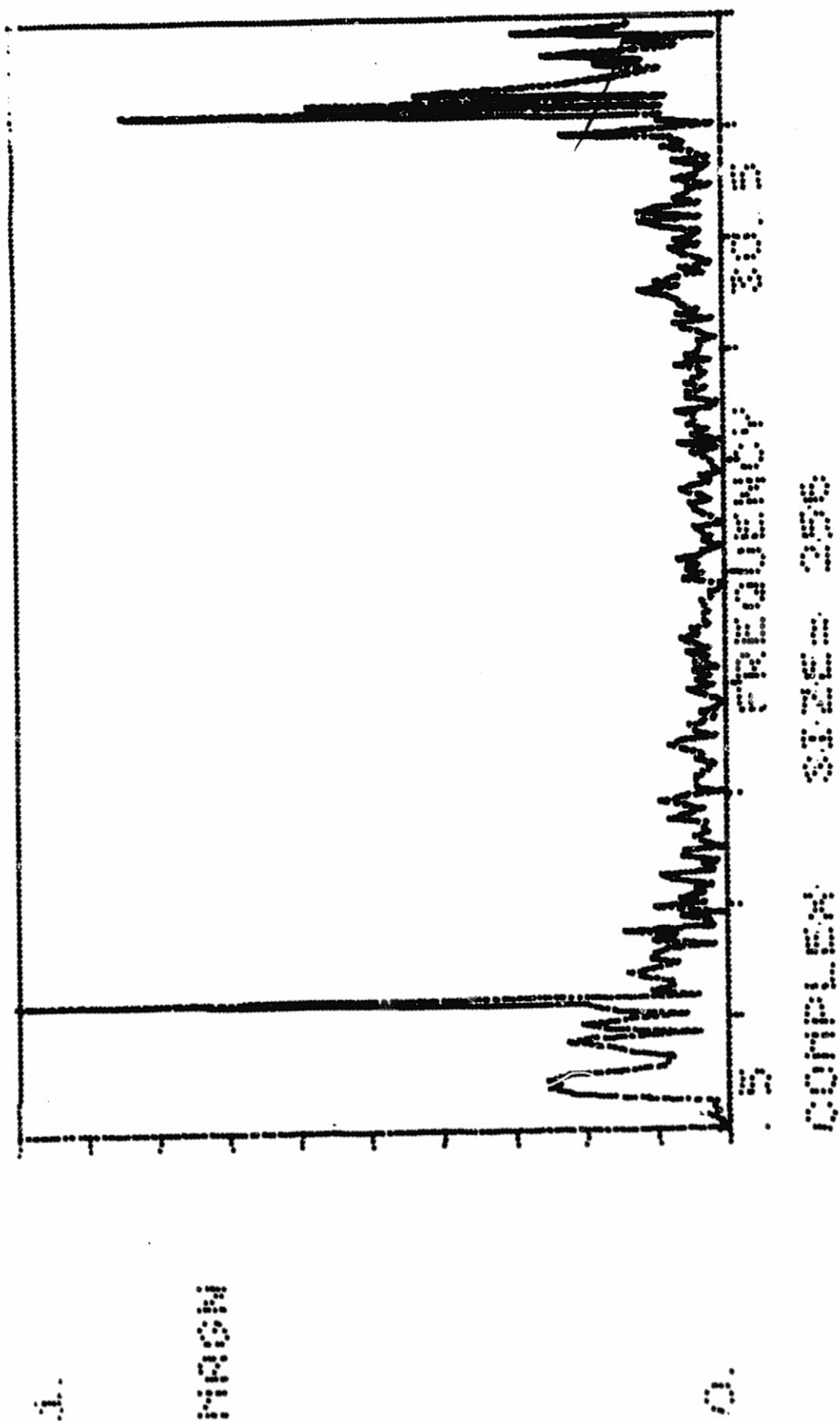
C-3

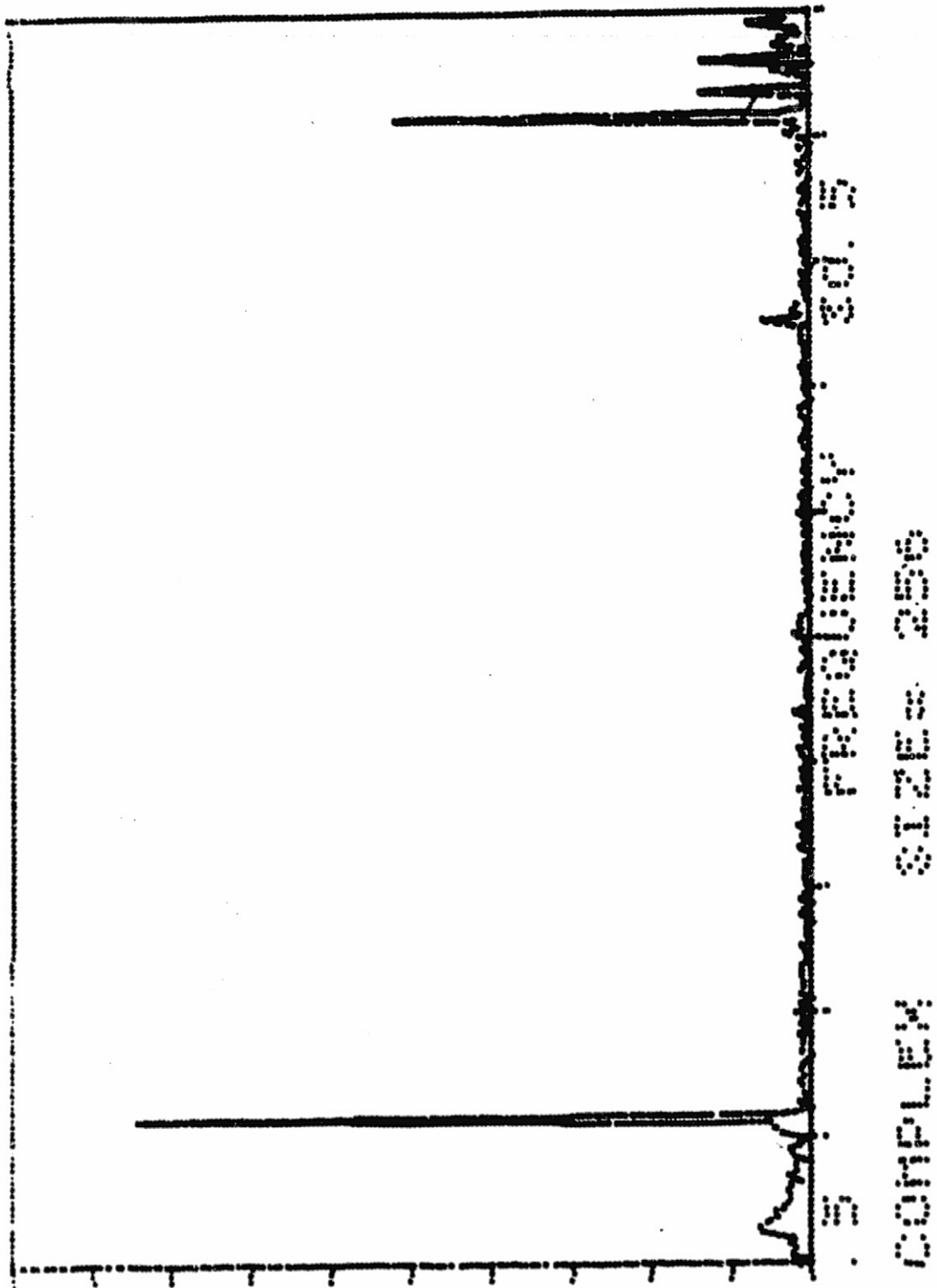
a.

Trace

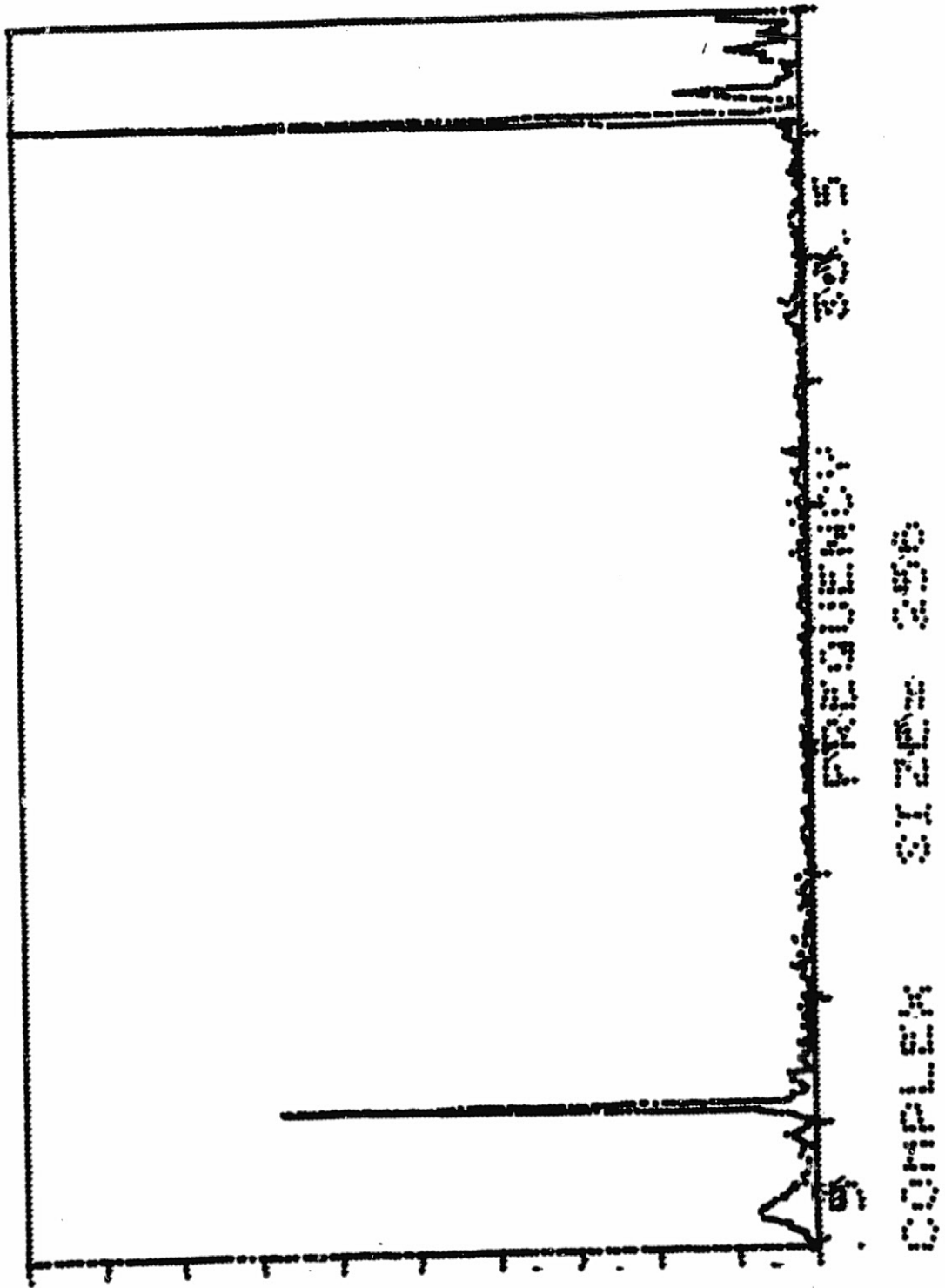
b.

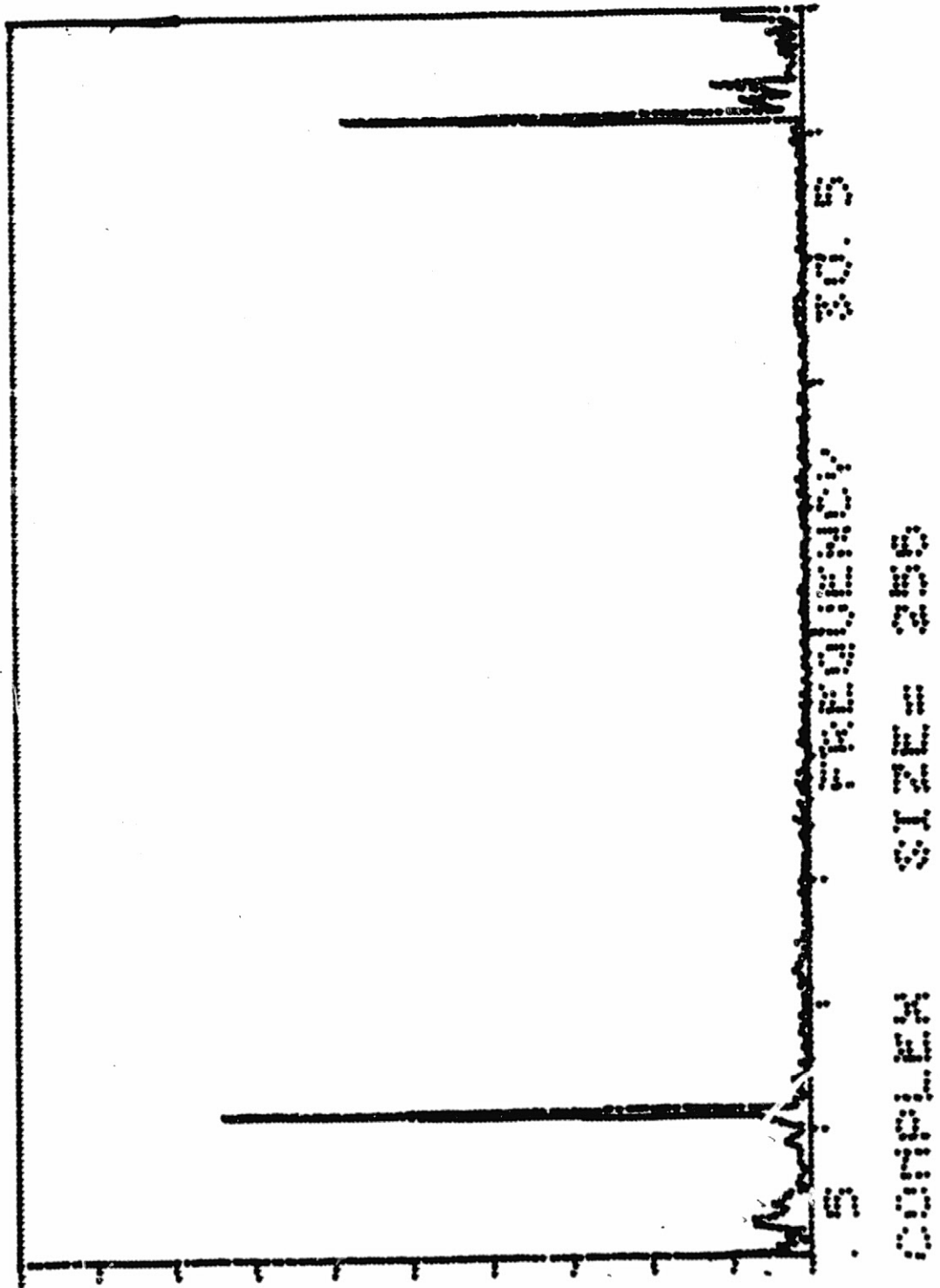


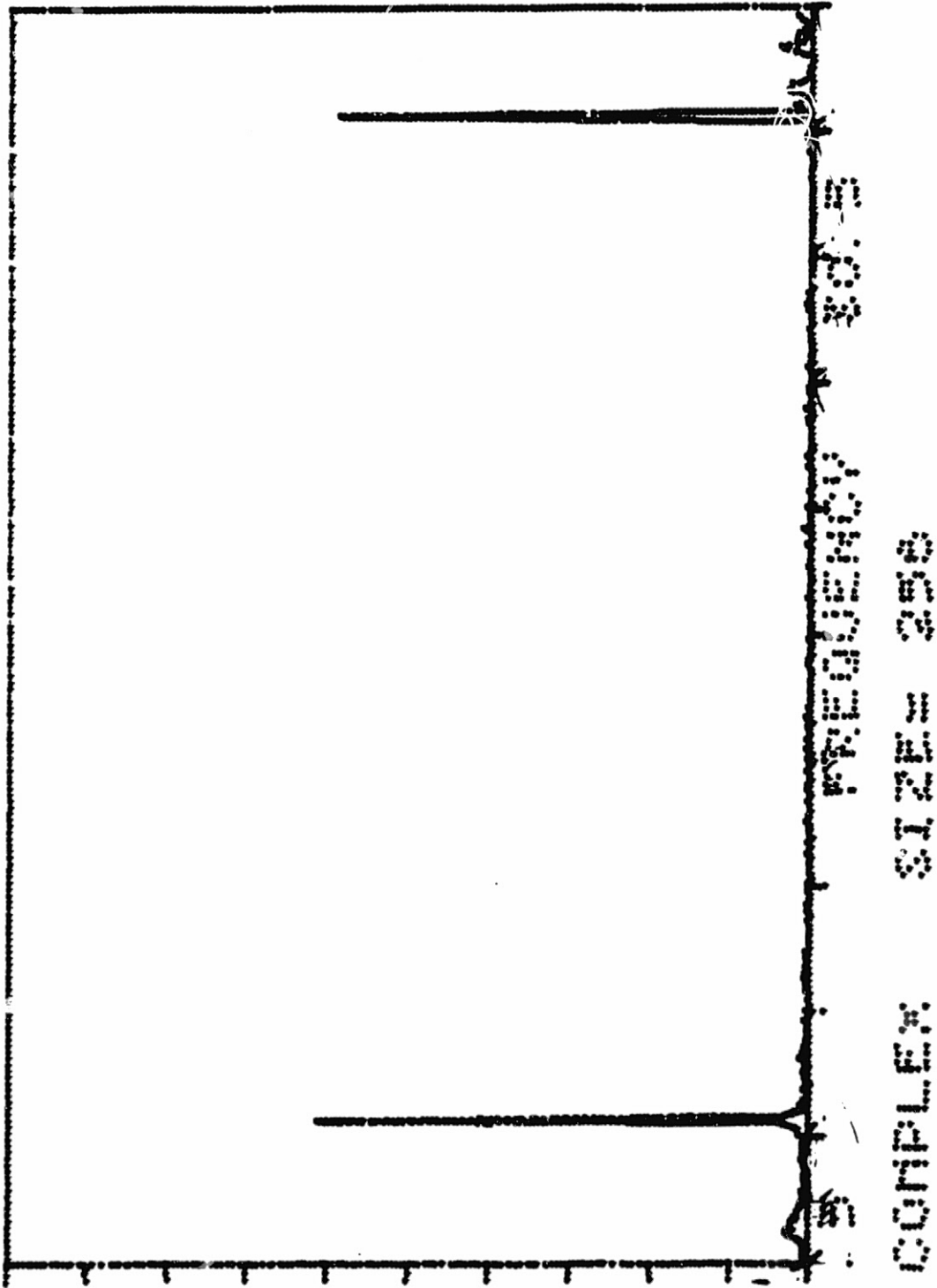




DL8/FL1





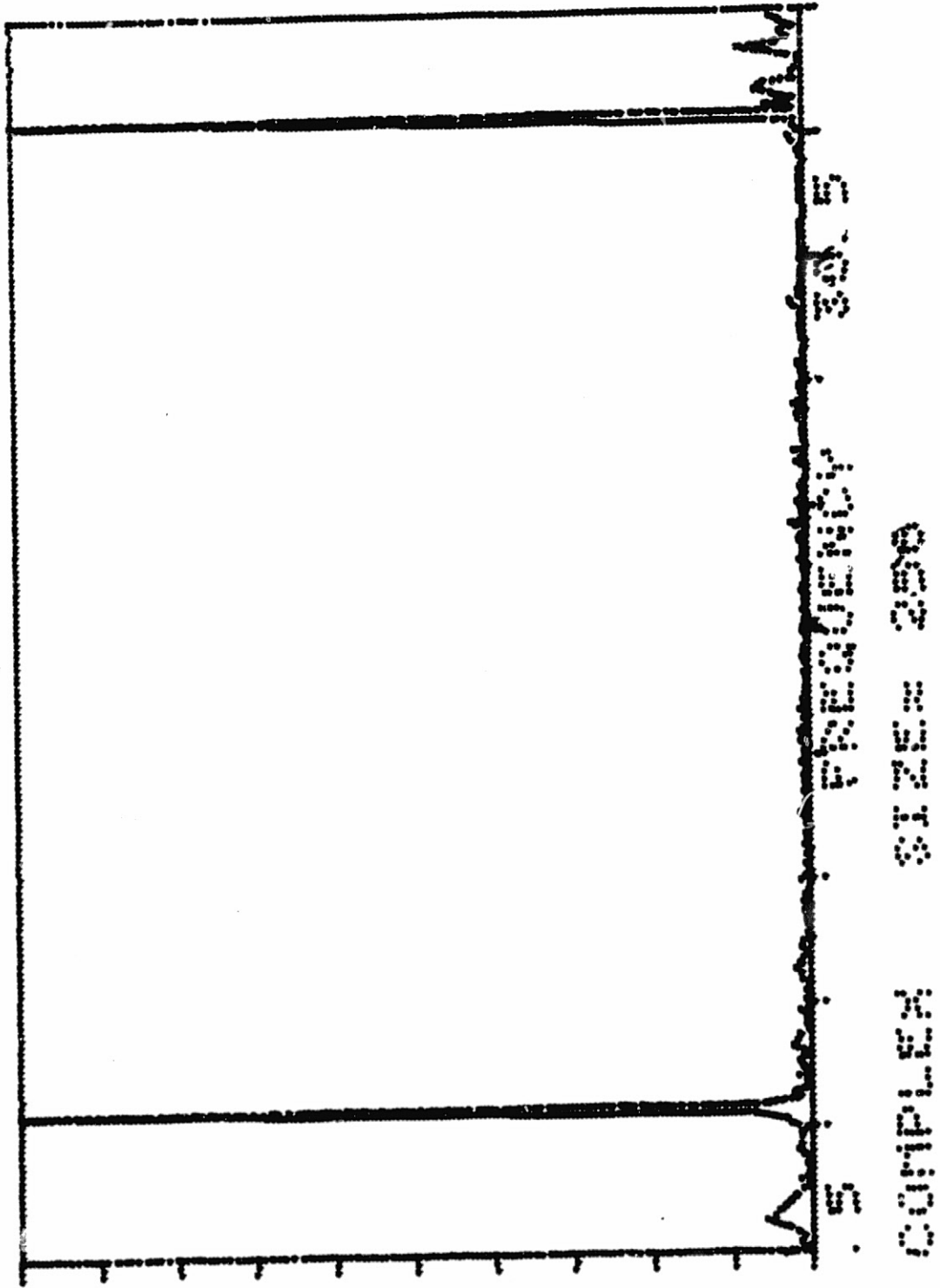


DL11/FL1

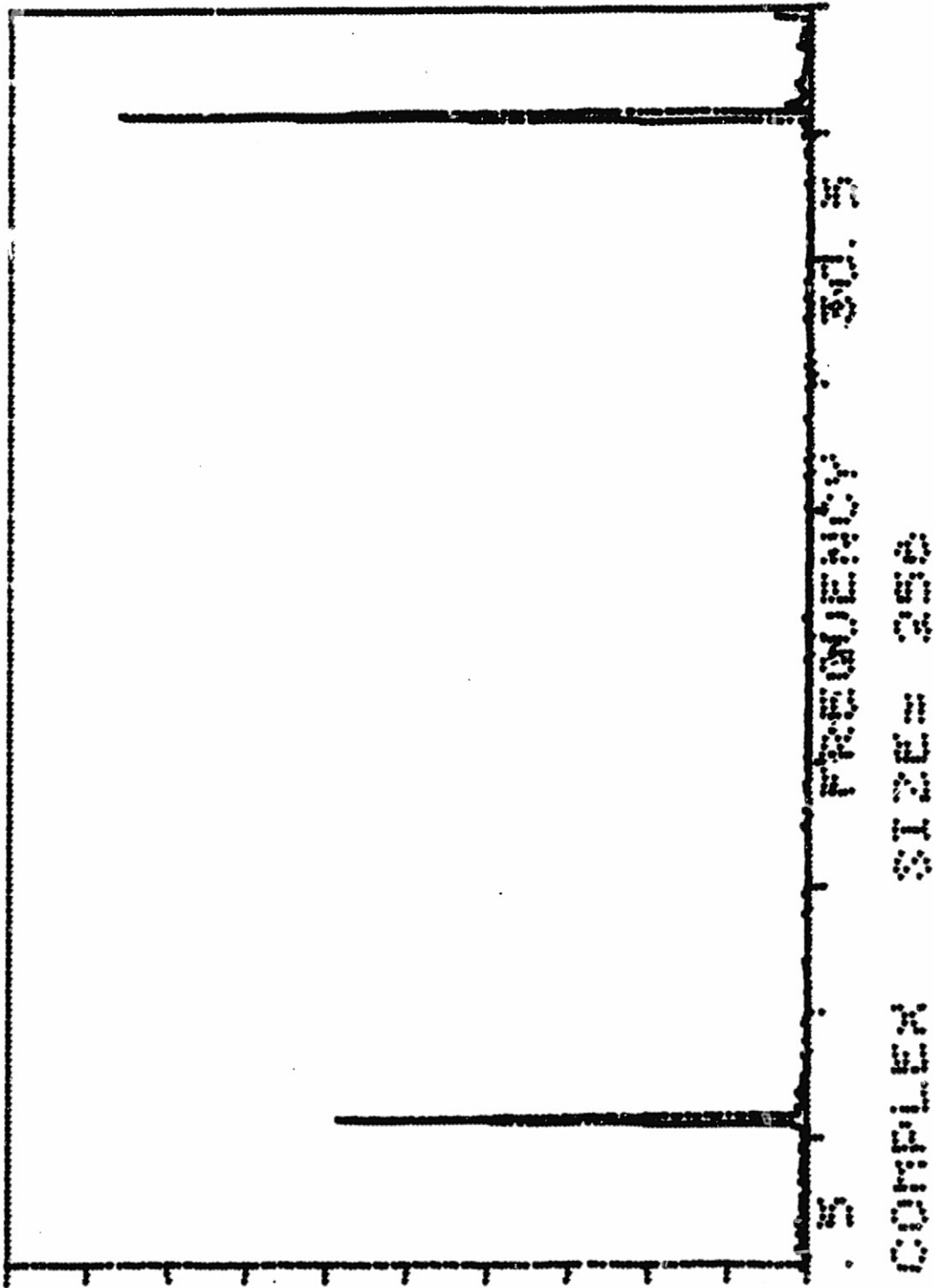
a.

1962

b.

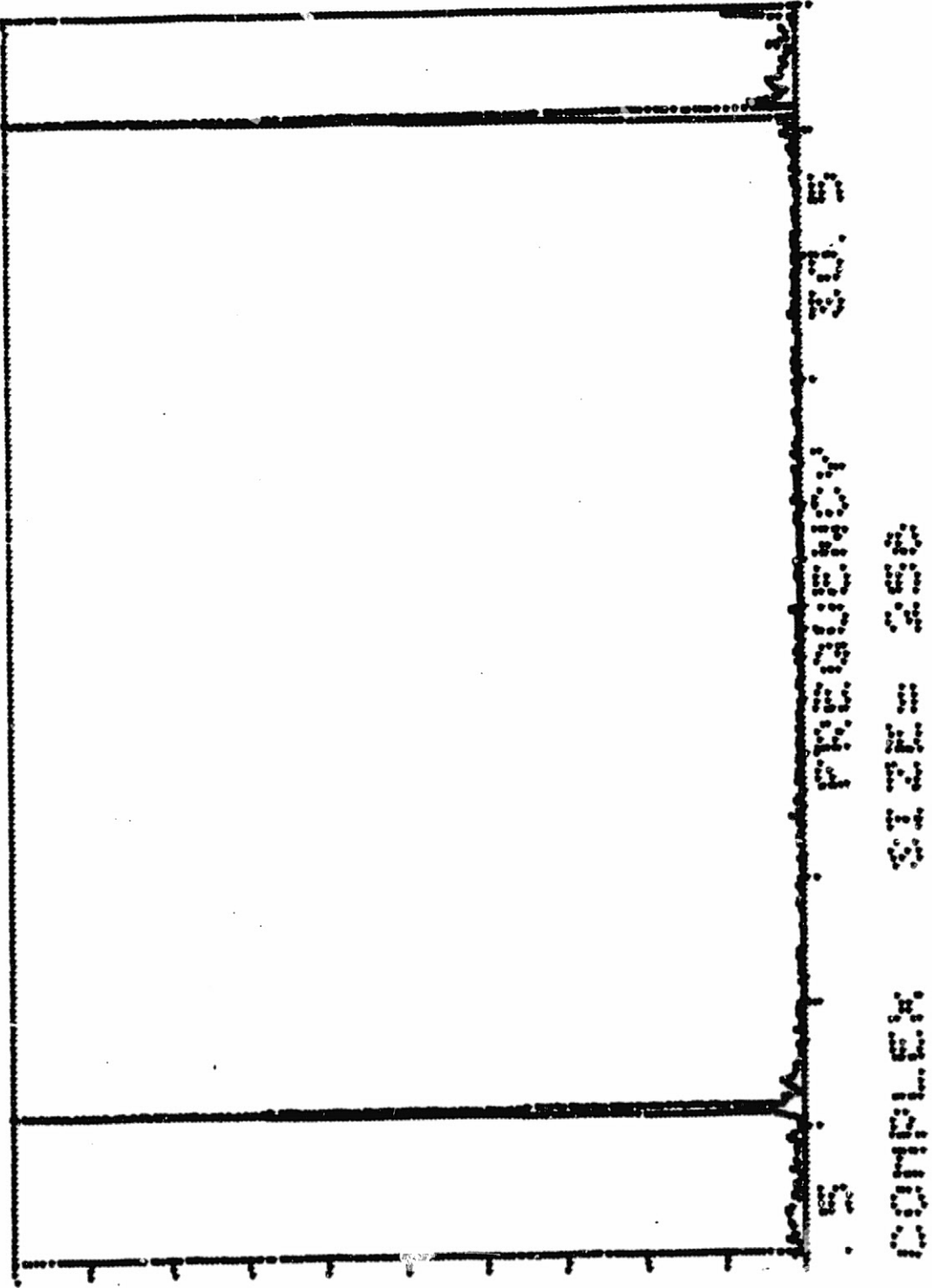


DL11/FL1



DL12/FL1



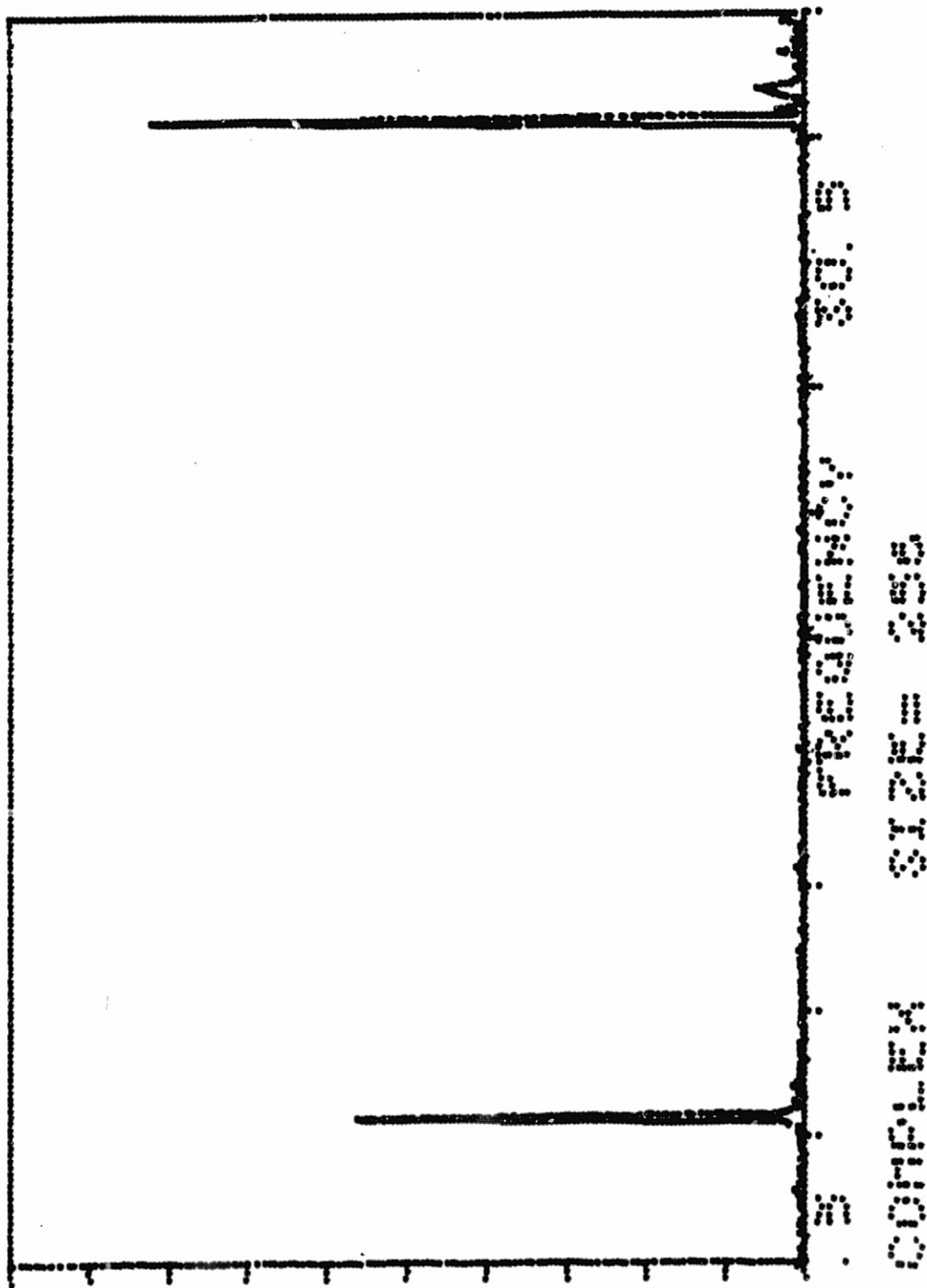


DL12/FL1

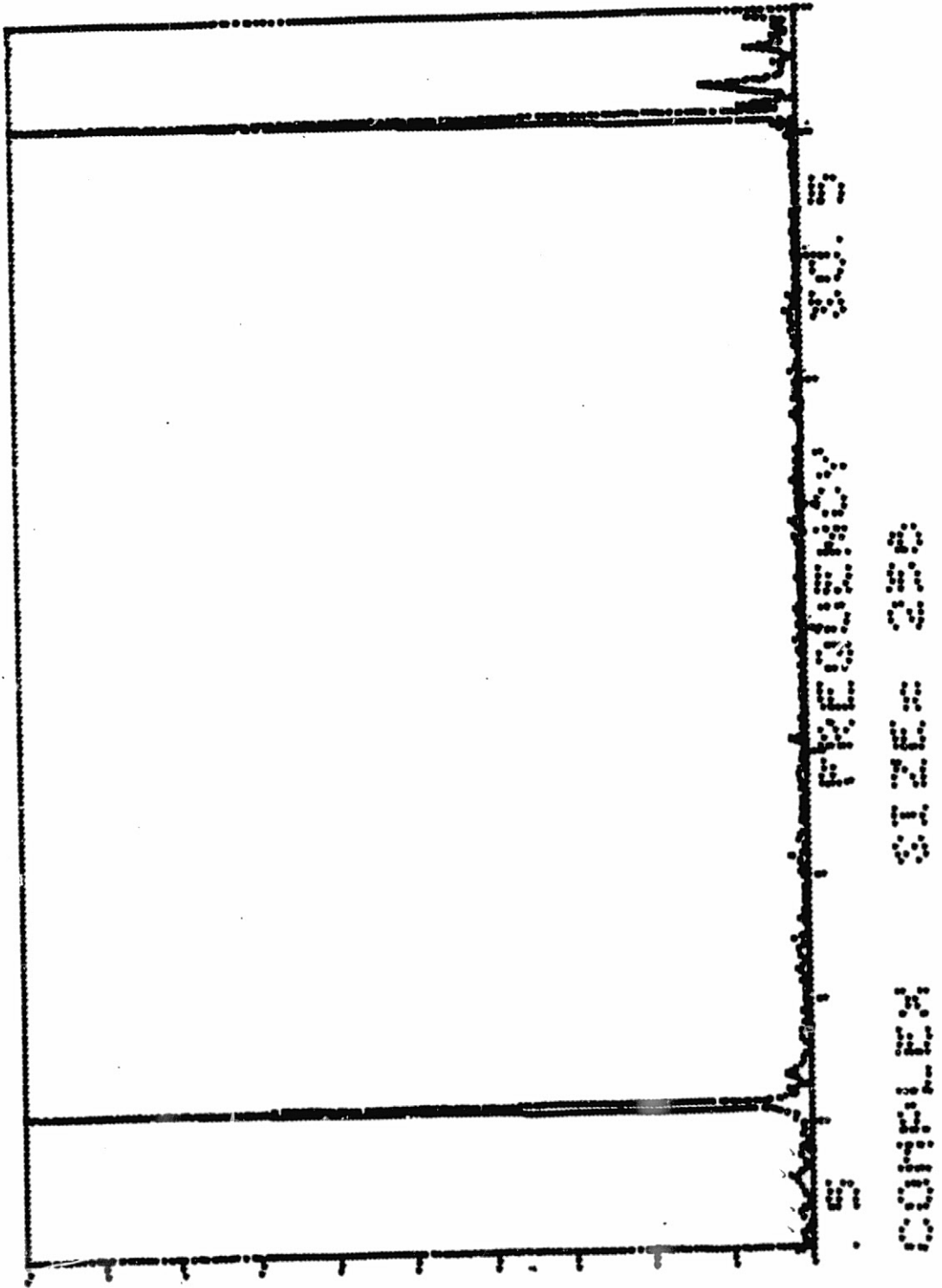
1.

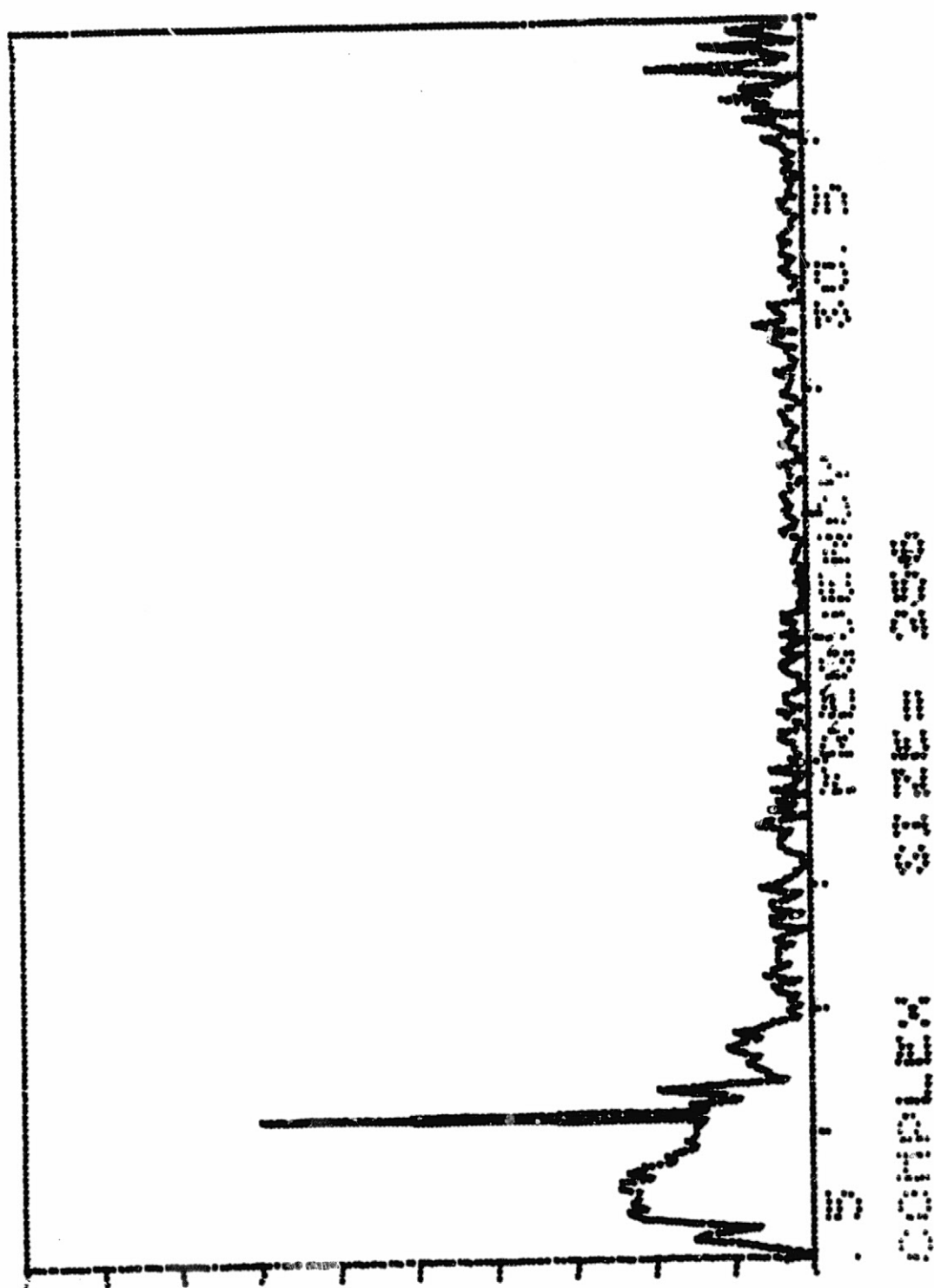
MARK

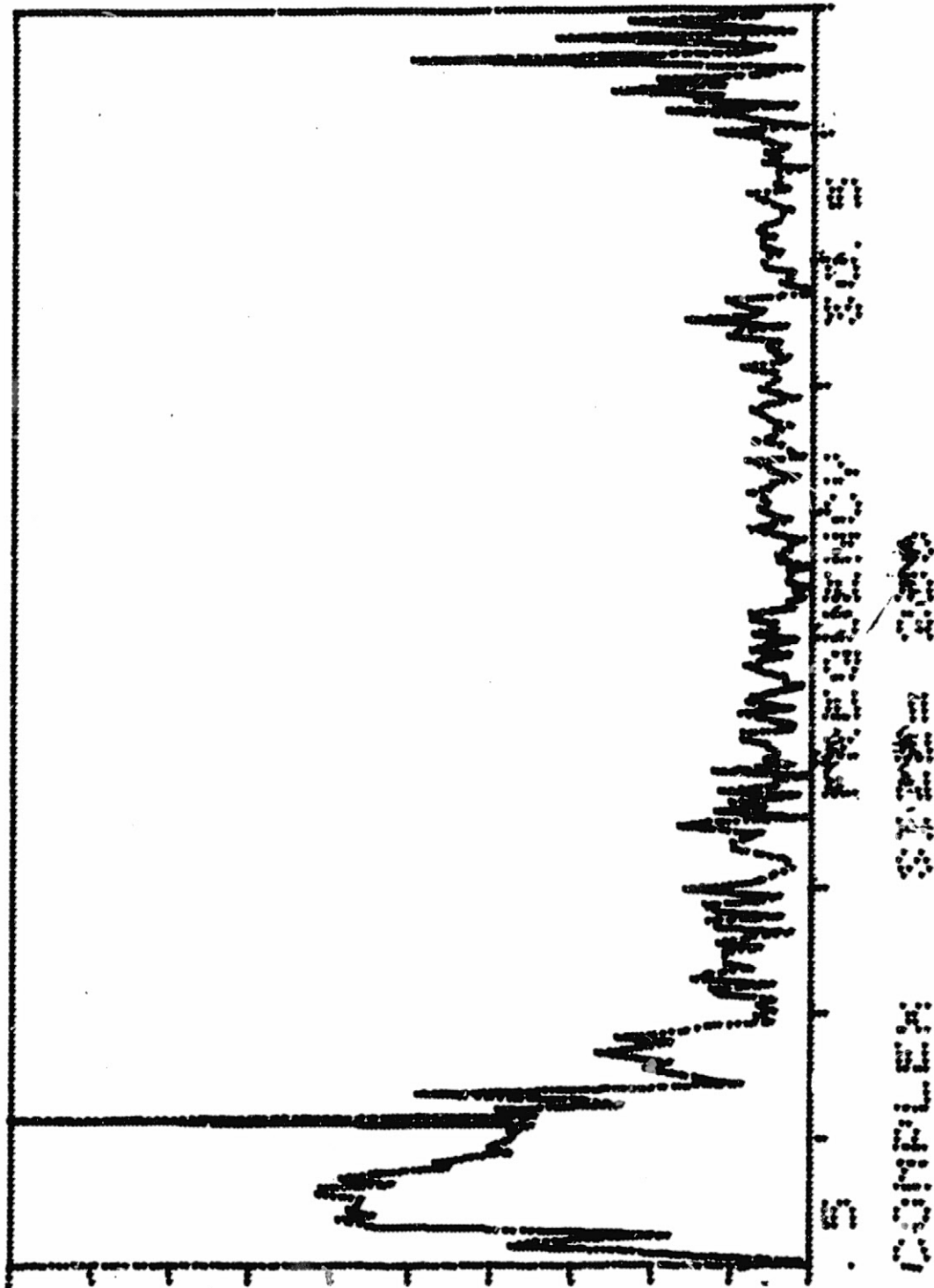
0.

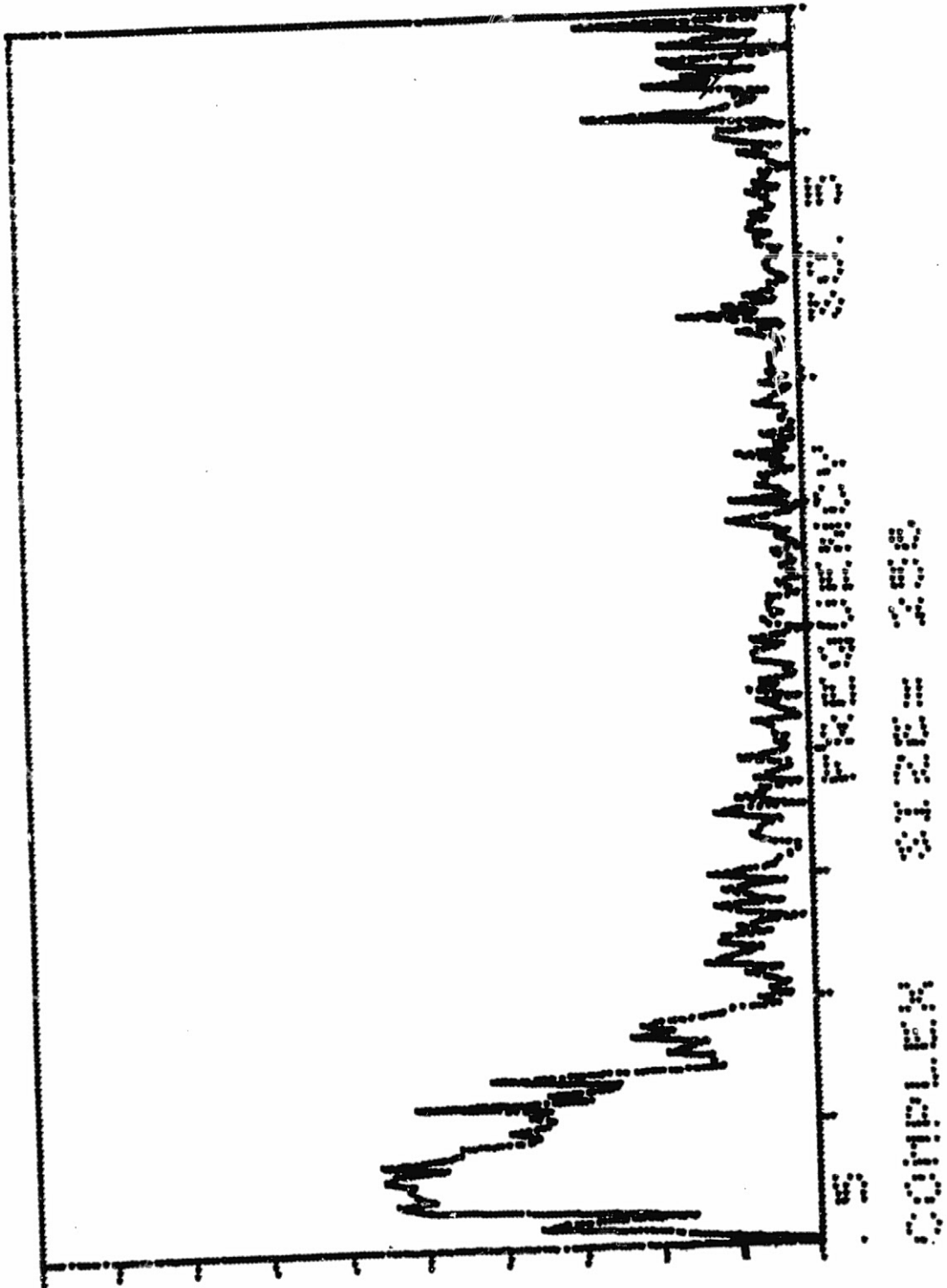


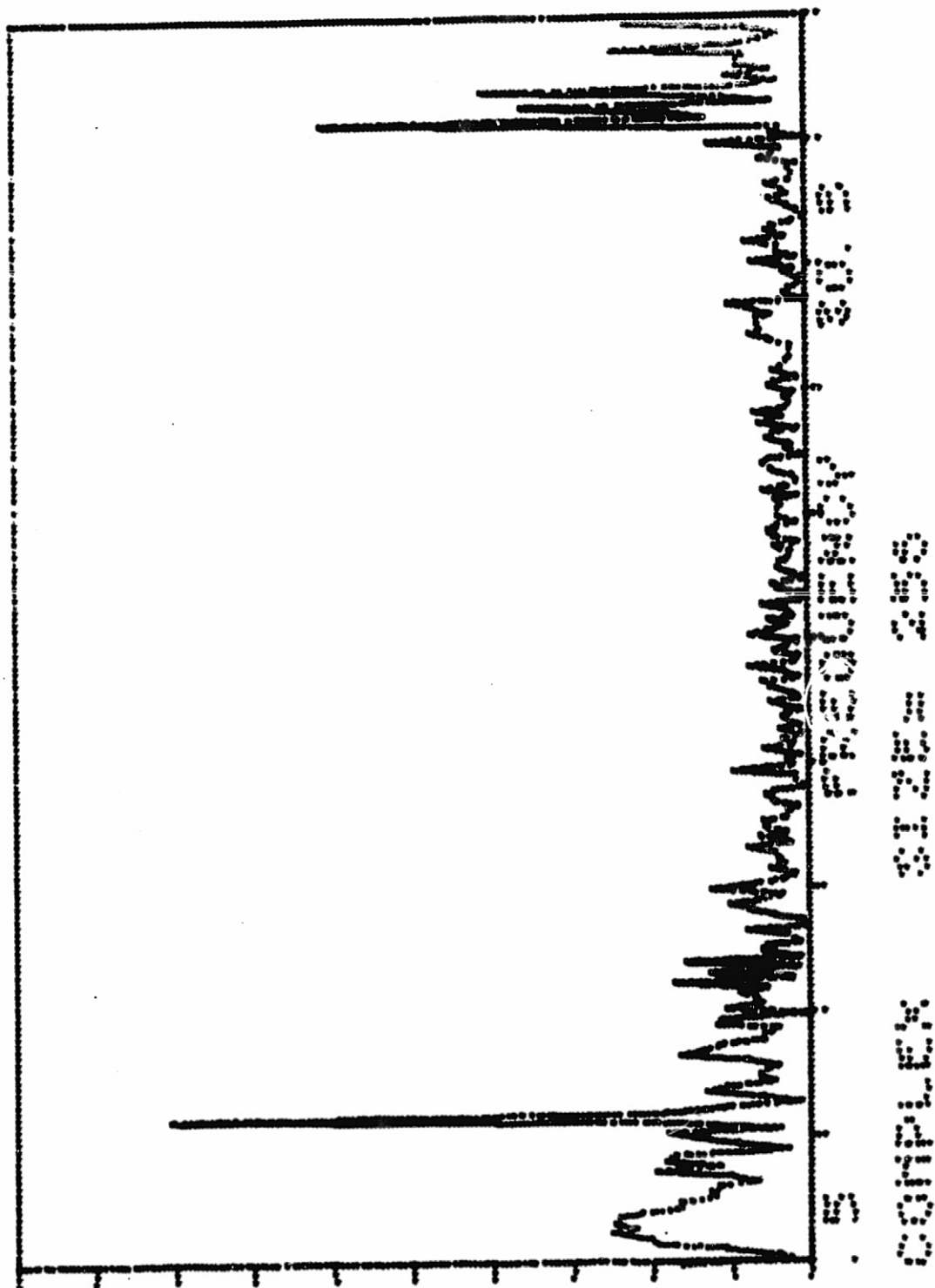
DL13/FL1

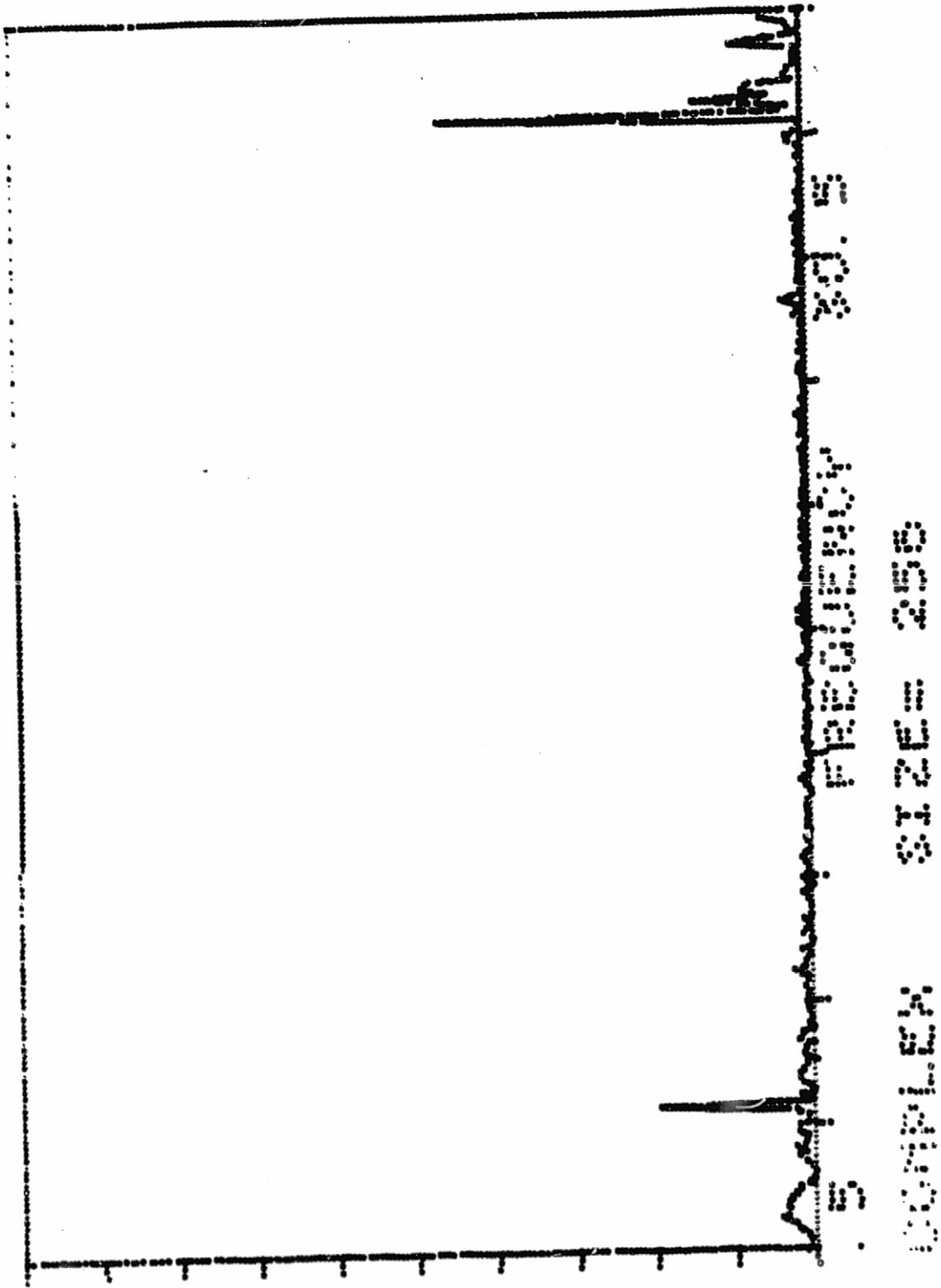






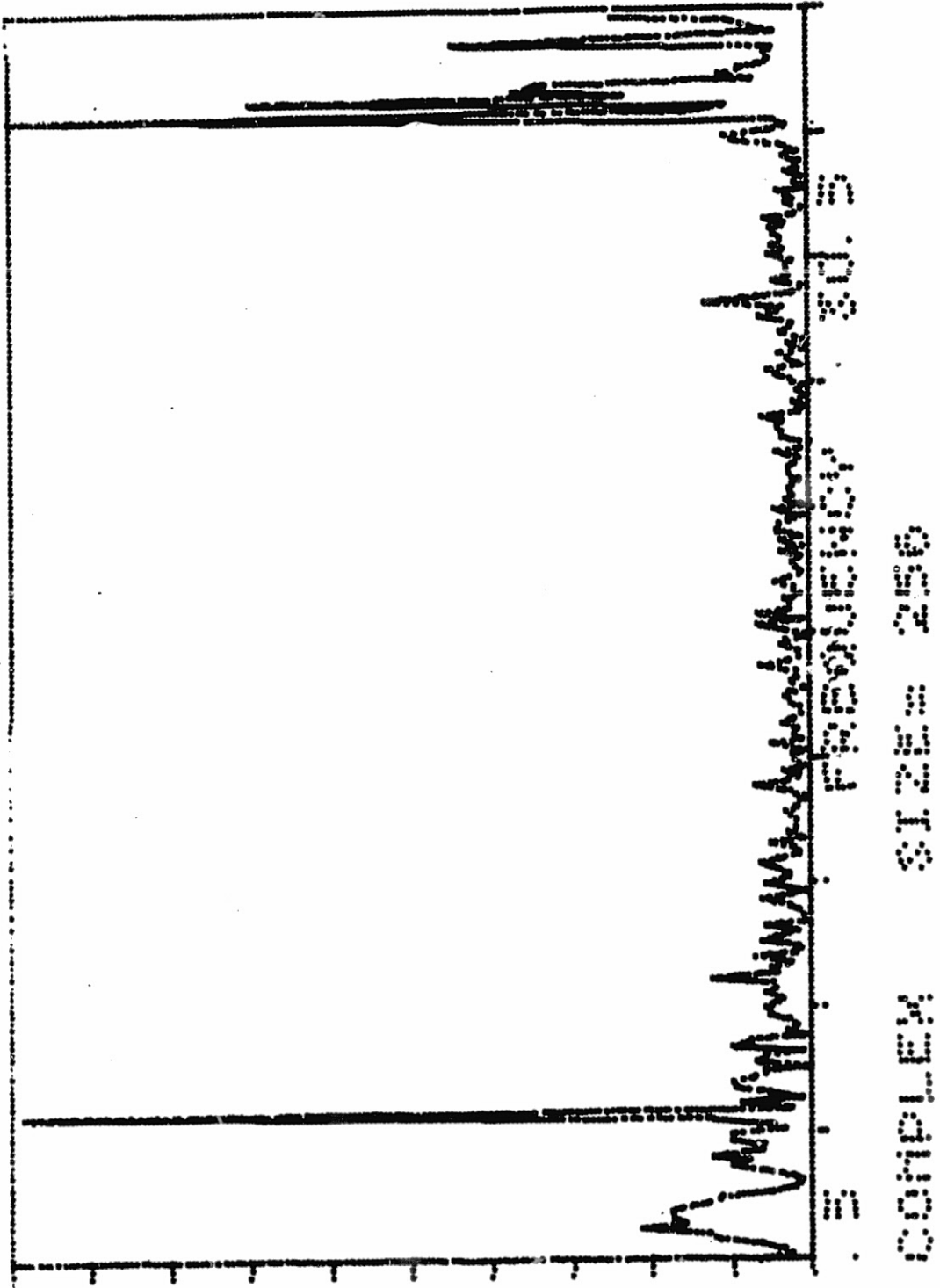






DL17/FL1





COMPLEX 8128-258

DL17/FL1

4  
H2004

0.